

RACE TUNING THE BUILT-UP SLOT CARS

JANUARY 1966

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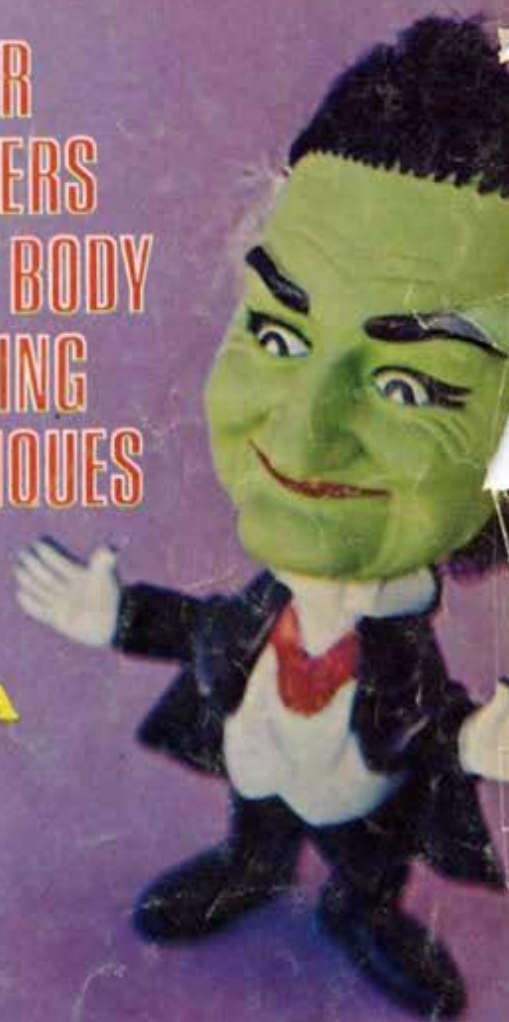
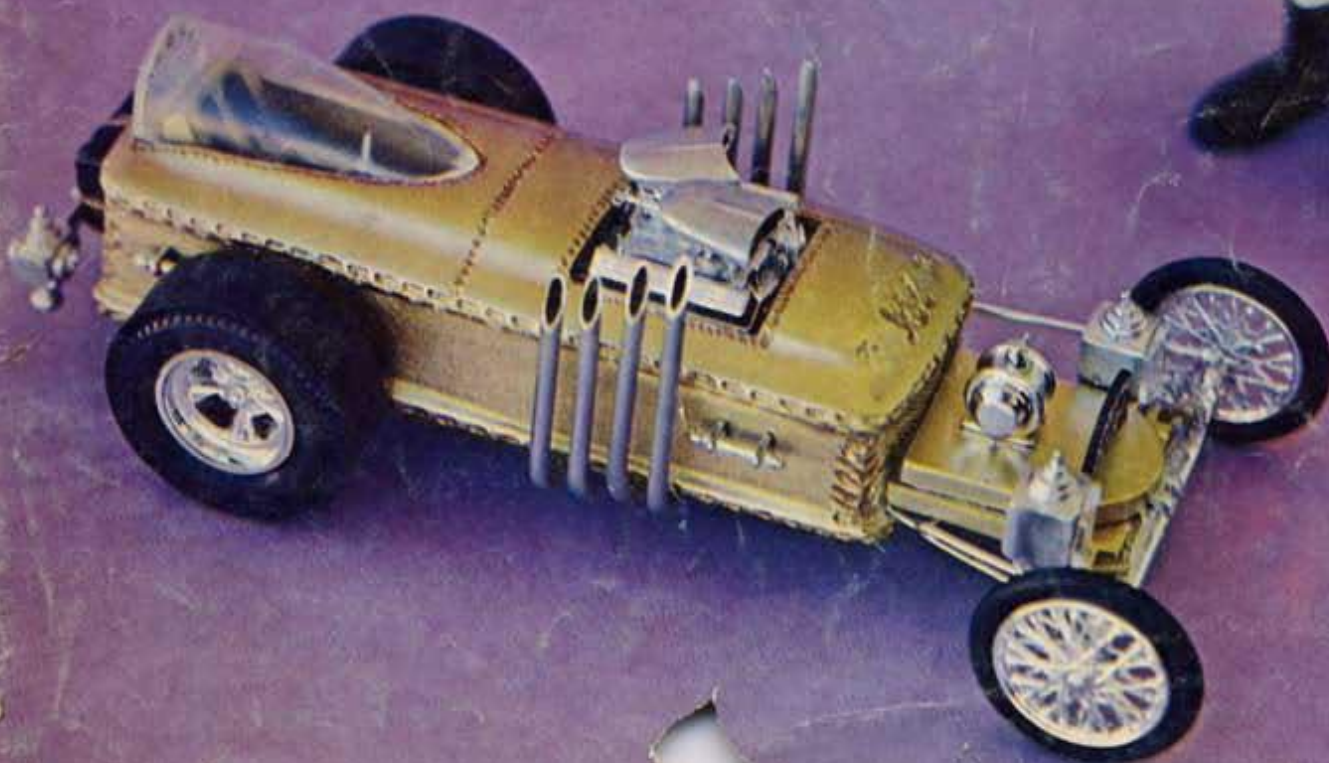
model car *Science*



LITTLE TRICKS THAT
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AND **HANDLING**

MASTER
MODELERS
SHOW BODY
DETAILING
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Grandpa Munster's **DRAGULA**



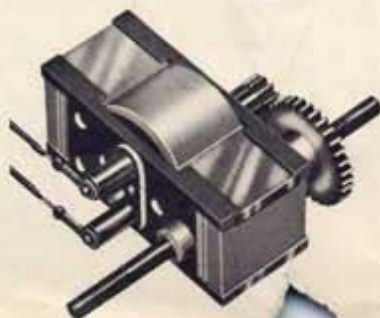
3 REAL BOMBS! WITH POWER APLENTY!



Track winner. More acceleration. Balance. Go! Go! Go! A real bomb. Action. Power aplenty. Reserve. Extra zip. More. More acceleration. Track winner. Balance. **1/32 Scale PONTIAC GTO**. A bomb. Power aplenty. Extra zip. More. Reserve. Action. A real bomb. Go! Go! Track winner. Extra zip. Action. **1/32 Scale MUSTANG GT 350**. bomb. Extra zip. Power. Track winner. Reserve. Action. Balance. Go! Go! Track. More acceleration. A real bomb. winner. Power. Balance. Reserve. Power aplenty. **1/32 Scale FORD GT**. Go! Go!

PONTIAC GTO #1826 — \$6.00 • MUSTANG GT 350 #1827 — \$6.00 • FORD GT #1825 — \$6.00

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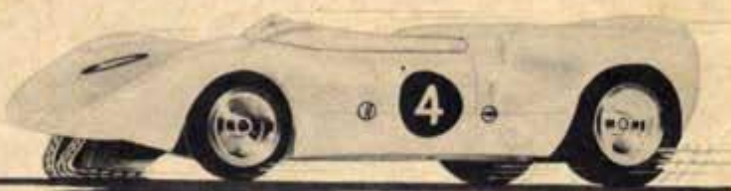
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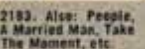
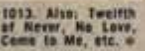
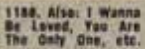
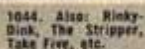
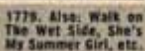
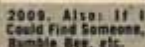
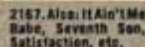
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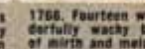
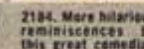
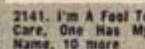
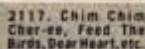
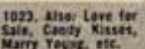
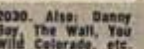
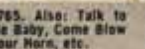


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**1924. Also: You Can
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the Answer, etc.**



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Have You
Looked
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Til Somebody
Loves You
You'll Always Be
The One I Love
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Turn To
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sing the
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LIBERTY



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Do, I Saw Her Stand-
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**1737. Also: She's A
Fool, Look of Love,
Hey Now, etc.**



**1731. Also: Who
Needs It, I Love You
More Today, etc.**



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JOAN BAEZ
Face These
Wet
All My Trials
11 more
VANGUARD

2112. Also: Where Is
The Wonder, I've Got
No Strings, etc.

1538. Also: Silver
Dagger, Ten Thou-
sand Miles, etc.

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MODEL CAR SCIENCE is published monthly by Delta Magazines, Inc. Executive offices and Subscriptions, 171 Barrington Place, West Los Angeles, California 90049. Telephone GRanite 6-2881. Single copy price: 35 cents. Second class postage pending at Sparta, Illinois. Subscription rate: 12 issues for \$4.00, U.S. and possessions, 12 issues for \$5.00, all foreign countries and Canada. All editorial contributions and advertising inquiries should be addressed to Editor, MODEL CAR SCIENCE, 171 Barrington Place, West Los Angeles, California 90049. Unsolicited contributions should be accompanied by return postage and Delta Magazines, Inc. assumes no responsibility for loss or damage to such unsolicited material. Printed in U.S.A. Copyright 1965 by Delta Magazines, Inc.

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DELTA MAGAZINES, INC.

Don Werner
Gordon Behn
PUBLISHERS

D. L. Ruth
PRODUCTION DIRECTOR

model car *Science*

Volume 4, Number 1

January, 1966

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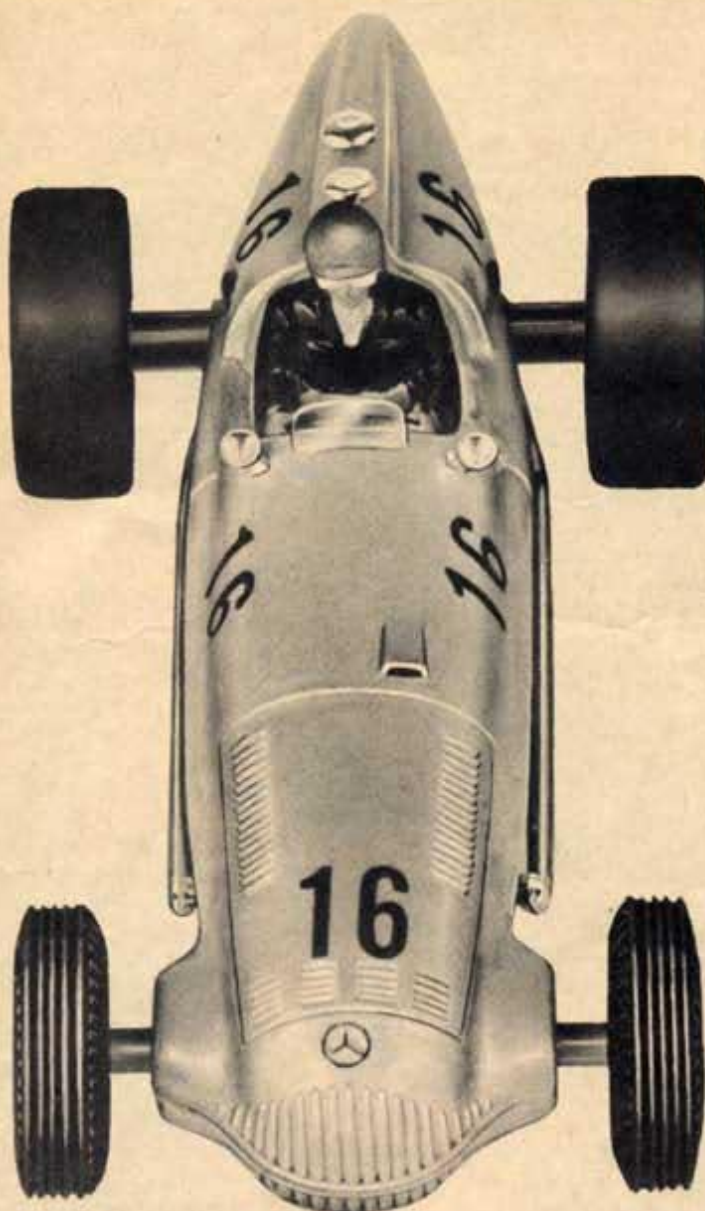
ON THE COVER — Ech! Gasp! Shudder! Yeak! What a positively revoltingly beautiful car. For tooling down a dark alley or through a deserted graveyard, you can't beat Barris' new Drag-U-La. Try to beat it, and just like Grandpa, it might bite your wrist. For all about the tricky little "Ghoulie," check out the story on page 18.

Strombecker Raceways 1/32-scale



MERCEDES-BENZ W.154

Professional Championship Series—



**more than a show-car . . .
it's a go-go-go car—
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There's more . . . much more. But, if you want to own a real, honest-to-goodness Grand Prix racer that looks and acts like the best of a bygone age . . . get yourself this rare re-creation of the mighty Mercedes-Benz W.154. The complete Competition Kit, in official 1/32-scale, is at your dealer's for just \$5.95.

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slot track trophy-grabbing.
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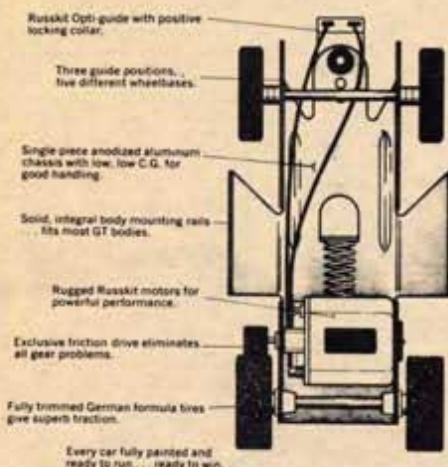
5 POLAROID 'COLOR PACK' CAMERAS

No matter how good a ready-to-run slot car is — enthusiasts somehow find ways to make them perform even better. So here's YOUR chance to play the role of design engineer. Send us a description of the changes you have made in your GRAND PRIX F/D car, along with the name of your local F/D Dealer*. For each of the best 5 suggestions, GRAND PRIX will award a POLAROID "COLOR PACK" CAMERA... a prize possession. Enter today... you may be clicking!

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MODEL MAIL

A PUBLIC SERVICE — NO APPLAUSE PLEASE!

Some of us modelers have formed a club to help promote this fine hobby. We would appreciate it if you could print our club notice in your model mail section. The club is for custom car builders, and is called the "Model Kustoms & Designs Model Car Club." The yearly membership fee is \$1.25 which entitles the member to a monthly bulletin with photos. We have monthly model contests with trophies. We'll be mentioning your great magazine in our monthly club bulletin.

Don C. Culp
PO Box 354
Pocahontas, Arkansas

It was that last sentence that got us Don boy! There you are gang, have at it!

NEEDS DETAILED INSTRUCTIONS

I want to build a track for my sons but unfortunately don't know a thing about how to go about it. Where can I get information on this?

William Sake
8618 Parrish Ave.
Highland, Ind. 46322

Rayline Slot Racing Co., PO Box 1738, Thousand Oaks, Calif. 91360, offers a book titled "The Art of Track Building" for \$2.00, which tells EVERYTHING about track building.

A NEWCOMER TO THE GAME

I have recently become interested in slot racing. I would appreciate some articles explaining just what slot racing is. Anything you say will be new to me! It's really bewildering to a newcomer!

J. E. Tyson
Williamsport, Penn.

Thanks for your reminder, J. E. We sometimes forget that there is a constant influx of newcomers to the sport. With all the new items appearing on the market daily, it is indeed bewildering. Our sister mag, MC&T, will shortly have an article titled "The Basics of Slot Racing". Look for it. Meanwhile, our MODEL CAR AND RACING MANUAL is on most of the newsstands, selling for \$1.00. It will answer a lot of your questions.

REFINISHING A COMMERCIAL TRACK

Could I spray my HO track with black paint, and if so, will the metal still conduct? My track looks terrible from so much running on it.

Denny Martin
Payson, Ariz.

As long as you don't spray over the actual track conductor that carries the electricity, you will be o.k. Simply clean the

entire track with a soft, lint-free rag. Then coat the track conductor with a light film of Vaseline. Spray the track. When the paint dries thoroughly, wipe the Vaseline off with a rag.

GOOD OL' LEONARD!

May I offer a suggestion on installing lens on model car headlights? Apply a thin coat of clear varnish on the headlight and let it set for about ten minutes. Then carefully lay the lens in place and let it dry for about two hours. This eliminates any chance of fogging the lens by using cement.

Leonard Poirier
Moncton, Canada

Alright gang, everybody line up and give Three Cheers for Leonard! You've been asking about this knotty problem time after time. Thanks a million Leonard!

MORE WINDINGS ON A MOTOR?

Why don't the manufacturers put more windings on their motors, like people do when they rewind the armatures? I bet any amount of money you won't print this!

William Cetta
Elmont, N.Y.

We accept the bet for \$10,000 and you lose! Tell ya William, the more windings you put on the armature, the milder the pussycat mews! The less number of turns, the more the tomcat roars! Our November, 1965 issue carried a rewinding article that might help you.

THE MYSTERIOUS ART OF SPRAY PAINTING

How do I obtain the best results using spray paints? Also, I would appreciate more styling tips on how to get more points in model car contests.

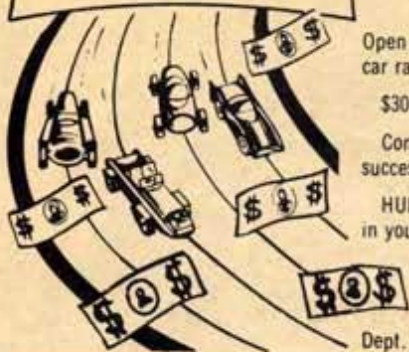
Eddie Decker
Salem, Ill.

Assuming that your model is prepared for painting, which consists of a thorough sanding, all body imperfections removed with body putty, parting lines scraped off, etc., shake the can of spray paint vigorously after heating it slightly in a pan of warm water. Hold the model on a bent coat hanger and point the spray can's nozzle about a foot in front of the model. The spray can should be approximately one foot from the car body. Spray the paint across and past the body by about one foot. Without stopping, make the second sweep back across and past the body, but pointing either above or below the first pass. Do this until the entire surface of the model is lightly covered. Each pass should be made at a medium-speed. Don't stop the can in one spot or the paint will "puddle". Several light coats are better than one heavy coat! The September, 1965 issue carried a good article on spray painting, and more are on the way.

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BARRIS KUSTOM KORNER

How's this for starting out the new year. Coming your way is another "Ghoulie" car, this time for Grampa Munster, the wrist biting member of TV's finest family. His new Drag-u-la is just as wild and original as Herman's Munster Koach; and AMT — naturally — is presently digging up an authentic scale version to add to your collection.

And, of course, AMT will throw in a number of goodies that you can use to add a custom touch. For example, surfing bugs can roar off to the nearest condemned beach with the "Surf Slab." This comes in the kit as a pine-box-casket-lid surf board, with its own high powered engine and decals. There is also a carrying rack made to fit the Drag-u-la.

The full size version of Grampa's Graveyard Terror has just finished a hot six-weeks tour in the East, jumping from strip to strip, dragging and doing wheelies and other show-off stuff.

For the dedicated customizers who won't be satisfied until they rework AMT's Drag-u-la, I've worked up a few ideas. Ready? Here we go! Assemble the engine and running gear per the AMT instructions. Then take just the bucket body from the Ala Kart kit and channel it to fit the rear of the frame sling-shot design. Add the headers from the Munster Koach to the engine.

Next take the two half nose sections from the Dragster kit and cut them to fit the chassis and body. And for rear wheels, lift them from the Surf Woody (and the racing windshield while you're at it). You can either use the front wheels from the Dragster kit or perhaps a set of chro-mes from a '66 customizing kit.

To wrap it all up, lay on a finish of AMT metalflake and "Ultra Violet."

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THE WORD from the PIT

By **SPEEDY GONZALES**
(Fastest Thumb in the West)

Welcome to the pit, Amigos! This column will be a monthly thing from now on with news, first reports, tips, and much prejudiced propaganda from yours truly, Speedy Gonzales. You may not agree with a lot you read in this column every month, and if that's the case simply drop a note to Speedy Gonzales, C/O MODEL CAR SCIENCE MAGAZINE, 171 Barrington Place, Los Angeles, California 90049. I like lots of mail, it makes great material for paper gliders.

Senor Deek Helm showed me a letter he got from an hombre a few weeks ago that is really a turkey! This bird took Dick to task for using power brakes! According to this gentleman, anyone who would stoop so low as to use power brakes or even *dynamic braking* was really a low life! In no uncertain terms, it said that the only way to fly is to use the old two wire "cut and glide" method of driving!

To me that is a bit like saying "Anybody can drive a car *with* brakes, but the real skill comes in turning a fast lap *without* 'em!" Carumba! I can hardly believe what I read and hear sometimes! The whole object of the game, in my humble opinion, is to turn a fast lap! If I am running a beautifully detailed, true-to-scale slot car on a track, turning seven seconds per lap using the cut and glide method, then go to dynamic braking and turn a six second lap, I call that *progress*! Essentially they did the same thing on real cars by going from drum to disc brakes didn't they? And I didn't hear anybody laughing.

Heard of a group of guys in New York who don't bother to read any of the model mags. They said they know everything there is to know about the game and the mags can't teach them anything. Hmmm. I occasionally run across a club like this. It's sad really. On their own specialized tracks, (they usually all use the same kind of track surfacing, tires, motors, chassis, etc.) they really and truly can't be beaten by an outsider! BUT! I have only this to say to these fellows;

get a few miles from home and race on a completely foreign track and you're liable to learn the facts of life the hard way! That's what makes the game interesting. A bit like the Indy regulars until the rear engine invasion a few years ago. It was the *old* guard who learned the lessons. The newcomers did the teaching!

And in another effort to be helpful, I must say a few words about the absolutely bad thing going on over at the other magazine, otherwise called MC&T. If you've seen the latest issues (look for them in the public library and save the money), you maybe noticed the fight about East-West slot racing. My compadre Dick Helm has been forced to slap wrists with an Eastern thumb-bender named Eric Storm (with a name like that he's gotta be some kinda frustrated actor maybe). Dick makes a big point about how great the sport is out here. As for me, the whole thing's nothing but stupido. What's there to fight about? Anybody who's got the littlest bit of honesty in a calloused thumb, knows where the slot fans' Heaven really is. Right here, that's where! To put it nice and simple — California is what's happening, -fella! Sorry Gang, but that's the way I have to call it. And there's no sense in raking Dick over a pile of broken glass (you should see the letters he's been getting), 'cause it's just all a part of the Great American Scene. Everybody's moving West! Think not? Well, when's the last time you ever saw a "Californians Day Picnic" anywhere near the Eastern seaboard? And look at me; why, before I up and left Williston Park, L.I., and changed my name, I was just a nobody. Even my lunch bag never had a name on it. Instead of a name, all my clothes were stenciled with an X. The only thing I had going for me was my thumb. But people laughed just because it looked like a balloon with a cuticle.

So I came West, to the Land of the Wall-to-Wall Slot Track, where the fans know a great thumb when they see it. It's like this little nobody's gone and made it in a big way. Why, Amigo, when I climb into my sombrero-type flame suit and flip a muscular thumb over five or six controllers in one swap — all the while dancing the Tijuana Jerk in my special made German-spongie tennies — Carumba! Yeba! Yeba! I'm the envy of all the would be hot-shots hiding in the bleachers. I've made it big, 'cause this is where the real action is. So forget the fighting, fellas.

Keep in mind that I'll be glad to use this column as a "sounding board" for you enthusiasts out there who feel a need to say something to the manufacturers. Likewise, Mr. Manufacturer, I'll make room for you too, if you've got something that needs saying. So until next time, Amigos, keep those thumbs down!

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Hey, guess who's getting in on the action? That good, old American institution, Sears, Roebuck and Company! Knowing a good thing when they see it, the folks at your nearby Sears (fella, they're everywhere!) have just unveiled their very own slot car. Called the Dyno-SC-100, it features a cylindrical motor for extra GO and four-wheel brakes for added WHOA. Ready to run as a built-up, it retails for \$12.95. And remember, you can charge it. Just tell them MCS sent you.



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continued on page 16

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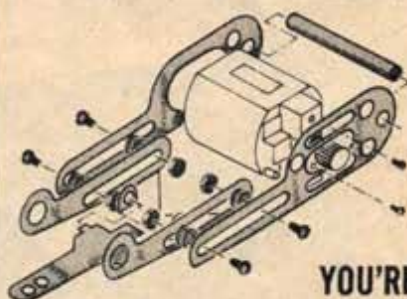
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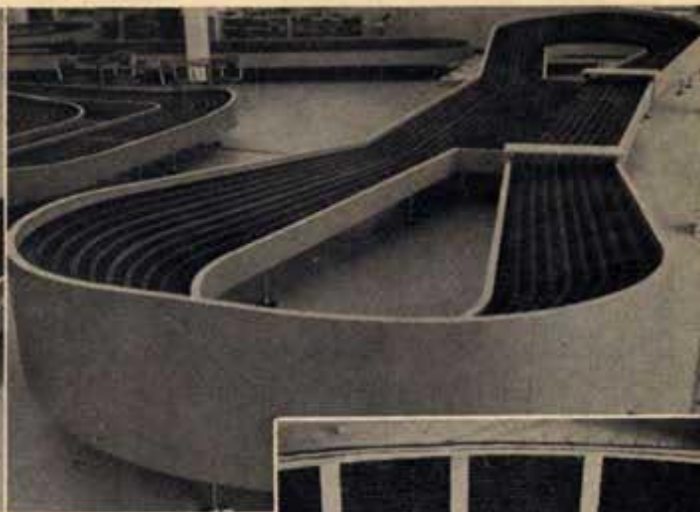
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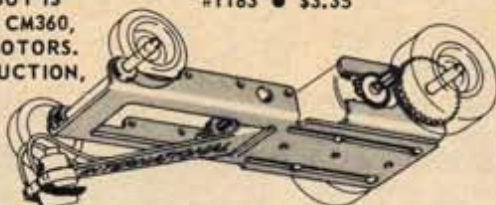
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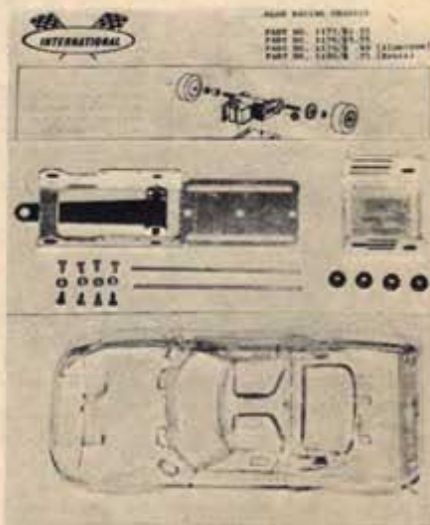
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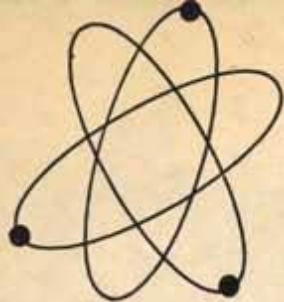


The big noise on the 1/24th scene is Strombecker's beautiful copy of the Brabham F-1, Dan Gurney's Grand Prix title-taker. Retailing at \$6.95, the Brabham is powered by a Scuttler motor, with 12 volts of pure go. Other workin's include an easy-to-fit brass chassis, chrome-plated accessories, Oilite bearings, adjustable nylon pickup and soft-rubber composition slicks. Look for its green and gold box at the local hobby hangout, or write: Strombecker Raceways, Sales (MCS) Dept., 4646 W. Lake St., Chicago, Ill. 60644.



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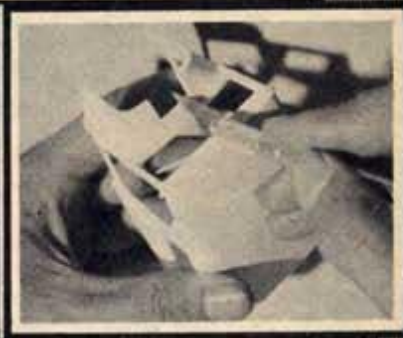
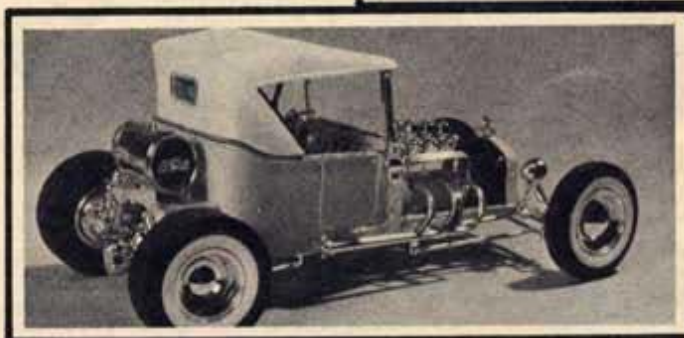
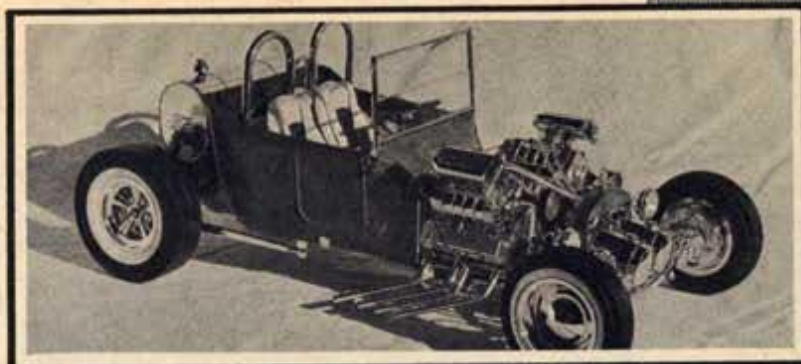


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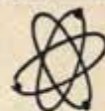
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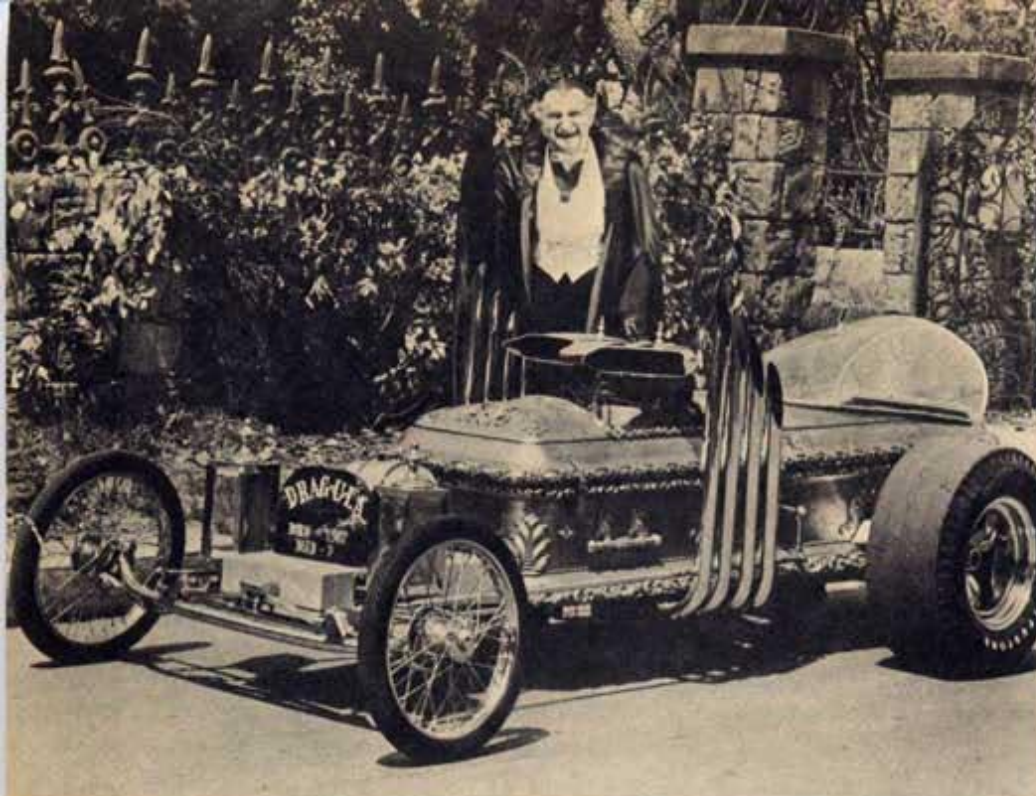
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A close-up (Shudder!)
of the new
Barris "Ghoulie"!

Remember some months back when that ever-lovable ghoul, Herman Munster, asked old Uncle George Barris for a set of wheels? The result (shudder!) was the creation of the Munster Koach — and the World, Hollywood and the L.A. Freeway have never been the same! The \$18,000 price tag was enough to send Herman's TV producers screaming through the streets. What with Herman at the wheel, anything could happen.

Well, insisting that there's no ghoul like an old ghoul, and not wanting to be outdone by his silly son-in-law, Grandpa asked for a little something of his own. Nothing special, you understand; just a musty, damp old pine box for a

retired vampire. But Grandpa underestimated the wild mind of George B. George is the kind of guy who goes all out for a friend. And for Gramps, he really outdid himself. The Drag-U-La is no pine box.

It's a coffin, alright. But when George dug it up, so to speak, he added a trim of royal purple velvet silk and a 360 CID Mustang engine that's alive and kicking with 350 h.p. And racing through the graveyard, it gets an unearthly quarter mile per gallon of embalming fluid (eck!).

Made from fiberglass by Owens-Corning, the body (o' well), finished in antique gold, rests peacefully atop a

tube frame chassis. Up front are imported Speedsport English buggy wire wheels, riding on four inch Italian tires. The solid brass radiator came from Radiator Dynamics and the grille is a marble gravestone, with the inscription: "Born 1367 — Died ?" (just part of the Barris touch). The racing slicks are 11 inch Firestones, mounted on specially made ten inch deep Reynolds aluminum Rader drag wheels. And when Grandpa is stretched out under the bubble, and the whole thing starts to howl, it's a sight and sound to make your hair turn white, your teeth fall out and your gums run all the way home.

The other-worldly howl comes from

The Drag-u-la's coffin body is just that — built from fiberglass by Owens-Corning. Here, the boys at the Barris underground workshop run a trial fitting.



Herman doesn't look terribly pleased with the idea of Grandpa dragging around in a \$15,000 coffin. Maybe it's all that embalming fluid that Gramps is using . . . four gallons per graveyard mile!

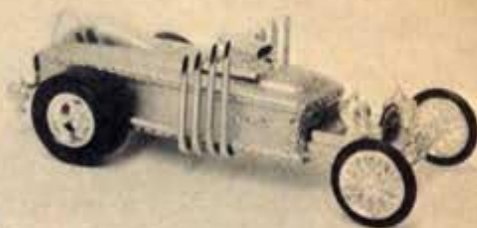




In the MCS-Kovacs version, power comes from Revell's 427 CID engine; the manifolds had to be shaved to fit the blowers. Those exhaust stacks were handmade from 3/32 aluminum tubing.



The rear slicks came from Revell, the carriage lamps from AMT and the drag chute from balsa wood. Mixed with the magic touch of Bob Kovacs, they look a heap like the real thing.



Our 1/24th scale coffin was fashioned from balsa wood, etched to match the fancy work on the original. The handles came from the Munster Koach and the canopy from an airplane kit.

the organ pipe exhaust system. And George claims the pipes are tuned (I believe it!). For the record, other goodies include dual four-barrel carbs, with a Ram-thrust MT manifold and bat-shaped forced-air scoops. The embalming fluid is delivered by a high powered Dupree Chrome Dome electric fuel pump. And to add to the funeral theme (like it needs it?), there are antique carriage lamps fore and aft, and solid silver spiders on the hub caps (better keep an eye on 'em, Grandpa!).

When Herman's Munster Koach first roared out of George Barris' belfry, eyes rolled and modelers called for a scale version. And quicker-than-you-can-catch-warts-from-a-bullfrog-sitting-in-stump-water, AMT (naturally) came out with their big selling kit. Well, knowing that history is about to repeat itself, they're tooling-up to unearth a little Drag-u-la too. Only this time, MCS has beaten them to the shovel.

Actually, we can't claim the credit for building the World's very first 1/24th scale version of the underground terror. The real thanks (or blame) goes to a thin-Ed Roth-type, minus the beard, by the name of Bob Kovacs. Bob is the owner, promoter and general moving force behind "Kustoms by Kovacs," of North Hollywood, California.

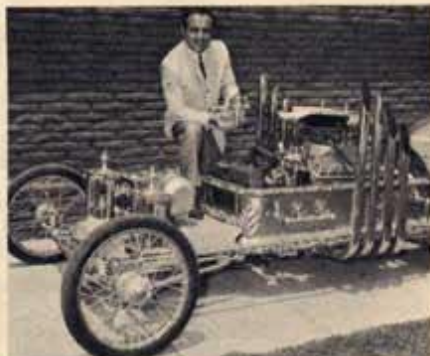
It's Bob's boast that if you name it, he can build it. So, we tried him, and he did. The result of his efforts is what's featured on the cover — in all its wild, weird and gory glory!

To build the little Drag-u-la, Bob used a number of kits, a hunk of balsa, some aluminum tubing and an awful lot of patience. The full size model has been touring the car show circuits, so Bob

had to work from memory and a stack of handy photos. But his many moons of experience came through. And for the master craftsmen out there (or for the readers with a lot of raw courage), here's a brief rerun of how the MCS-Kovacs Drag-u-la came to be.

For the body, Bob had to use a block of balsa wood. After considerable searching for a small plastic coffin to no avail, there was nothing else to do. Bob hollowed out the block and then shaped it according to the pictures. The edges were carved to match the fancy-work on the original, and the casket handles were lifted from a spare Munster Koach (as were the carriage lamps).

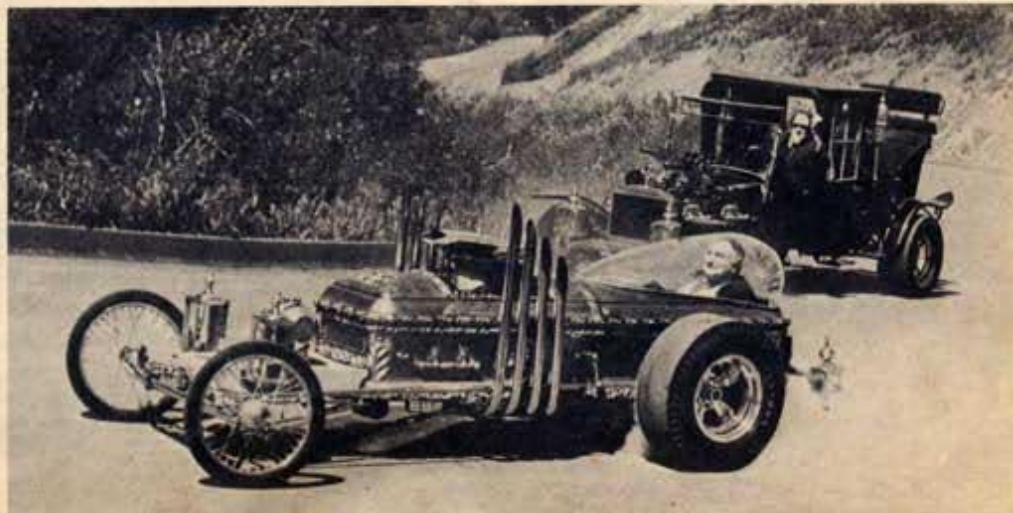
To match the undercarriage (it's kind



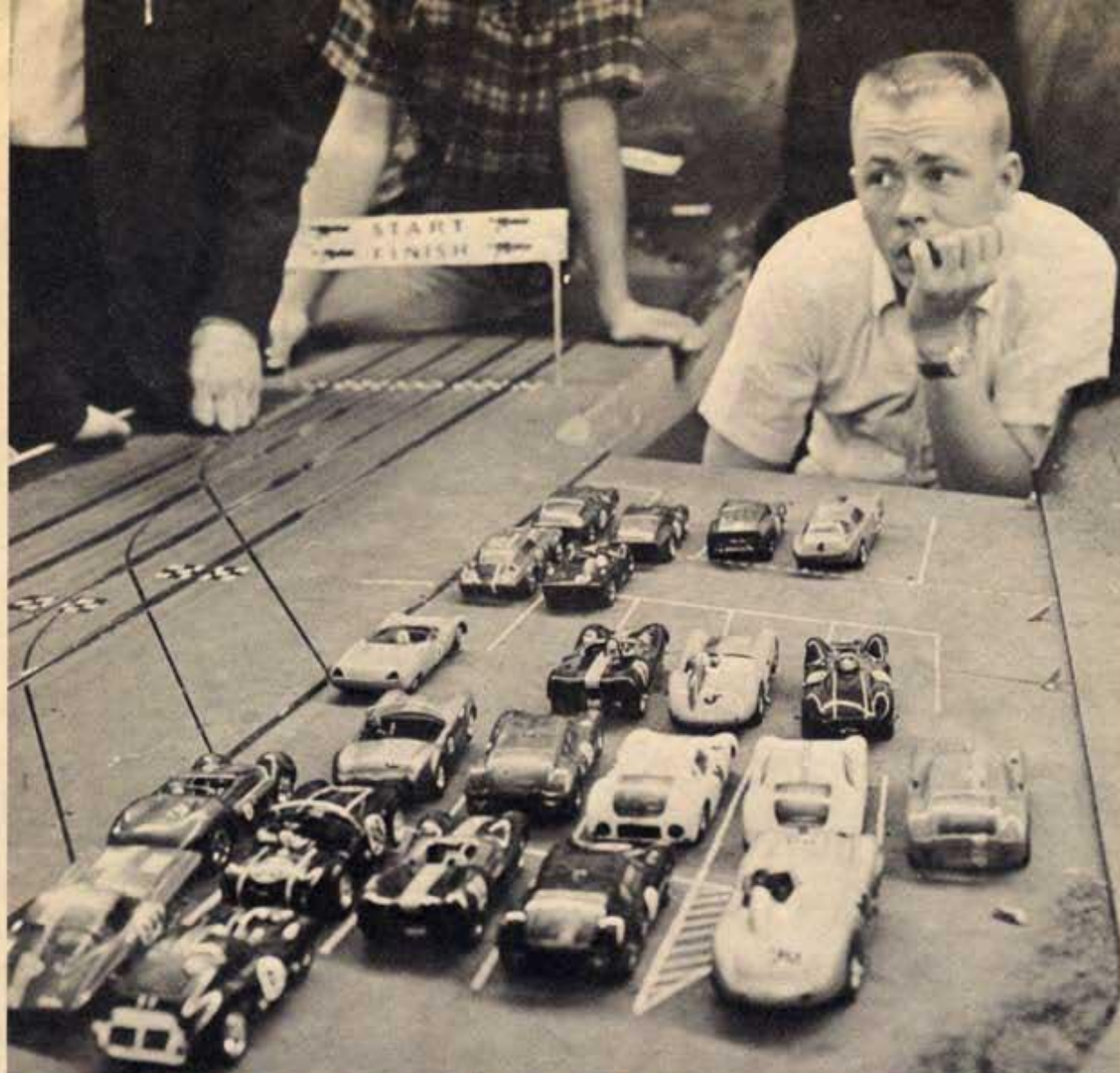
of close), Bob chose AMT's frame from their '25 "T". Revell's 427 CID Ford engine with dual four-barrel carbs, won the bid in the power department. Fitting it under the balsa coffin proved to be a problem. Bob had to cut the height of the engine, by shaving off the manifolds and then regluing the blowers. The air scoops came from Revell's Tony Nancy '22 Jr. kit, as did the spokes up front. The rear racing slicks are also Revell's.

Finishing touches included a canopy from an airplane kit, a front axle from an Aurora dragster, and a radiator front from some brass screening. The bat-like exhausts were hand fashioned from 3/32nd aluminum tubing. And that, in a small shovel, is how it's done. Positively the greatest model for building on a moonless night. And to display it properly, both Bob and George strongly suggest that you drape it with cobwebs and bury in the backyard.

And here's the wild mind that dug-up the Drag-u-la — Uncle George Barris, the best friend a ghoul ever had. Packed with power, his latest Munster Monster goes with a 360 CID, 350 h.p. Mustang engine.



Toolin' through the Hollywood Hills, Grandpa shows Herman a few of the finer points of dust making. And those Firestone slicks kick up no mean storm.



ALMOST INSTANT RACING

Tune-up tips you'd better try if you aim to race a built-up

The pace of our modern living is ever on the up-beat. Many things that took hours or days just a few years ago, are now completed at the flick of a wrist or the push of a button. We now have instant potatoes, instant playback on TV; everything is precooked, precut or prepared for us. All we have to do is buy it and enjoy it. The wonderful hobby of model making is fast entering this era. No longer does it require a great deal of skill, time and knowledge to complete a detailed masterpiece.

With the introduction of plastic kits, anyone can assemble a reasonable facsimile of a plane, train, ship or car in a matter of hours, not days or weeks as before. Constant improvement by the manufacturer has made the present plastic hobby kit a true work of art containing more detail than most dedicated model builders would think of trying to reproduce.

By **BOB HOEPPNER**

And the sport-hobby of building and racing model cars owes its present popularity to these same manufacturers who've produced a wide variety of parts and kits. Parts for the dyed-in-the-wool model builder who isn't happy unless he has designed and built his own car. Kits for those less talented, but eager to start racing, who just haven't the time or equipment to construct their own. The results of their efforts have expanded this phase of the hobby to proportions undreamed of a short few years ago.

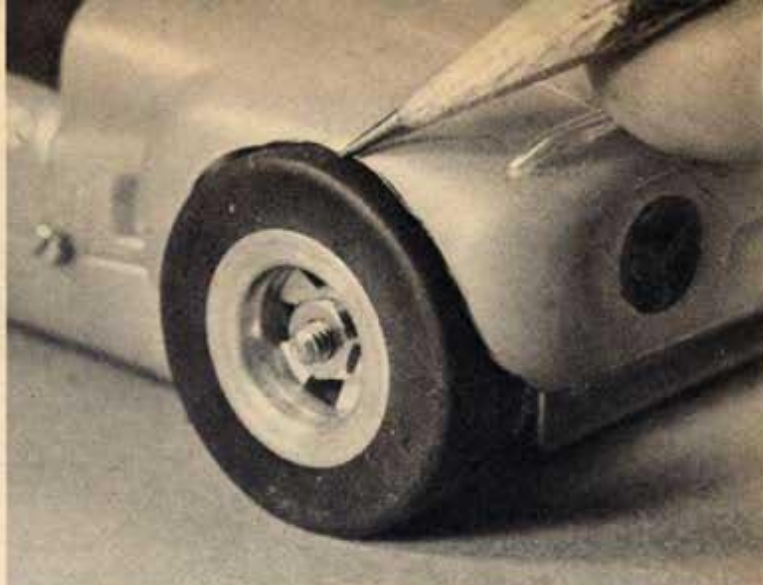
The current trend being adopted by many manufacturers will open the doors to everyone and give them a chance to enjoy this sport. Cars have begun to appear in broom closets, bread boxes, shoe boxes, lunch boxes, attache cases, glove compartments, purses and just about any place. Just about everybody

wants to flip a thumb on a controller. What has caused such an explosion in model cars? Why it's simple, instant racing. No soldering, no nuts and bolts or screws to tighten, no trimming, painting or decals to apply; just out of the box and on to the track. It couldn't be much faster. These assembled cars permit instantaneous participation by the newcomer who has as yet acquired little knowledge or skill in the art of assembling a car. They will without the slightest doubt bring in a number of new fans by letting them enjoy the fun of learning to drive their car without the necessity of knowing the difference between a nut, bolt, spur gear or axle. The technical know-how will come later when they want to find ways of improving their car's performance in speed and handling.

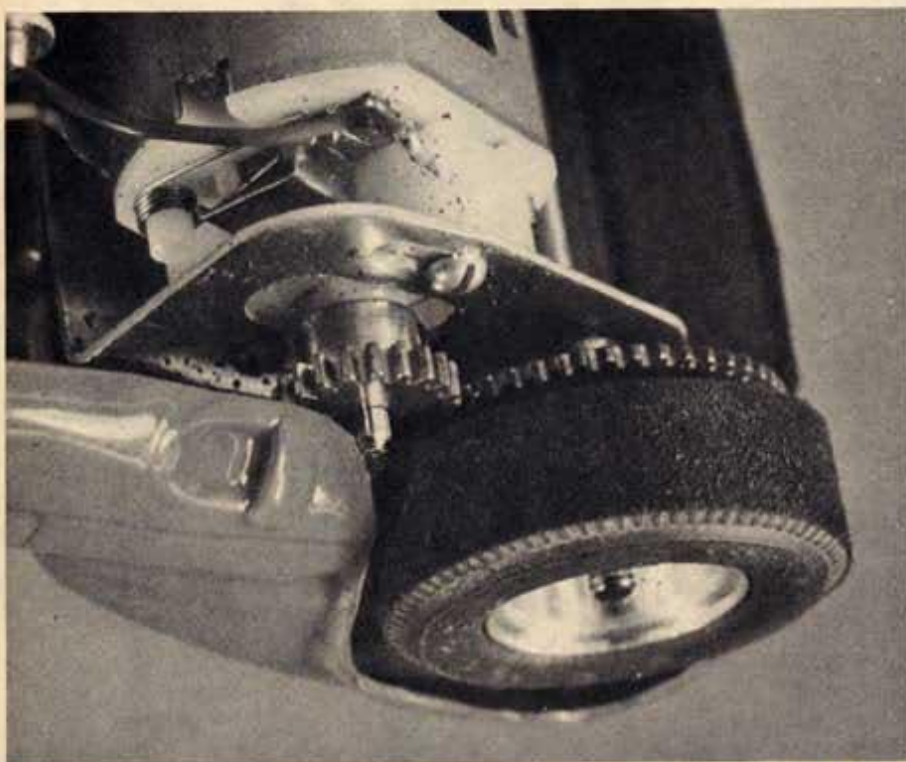
Any item as complex as an assembled car will require the expenditure of a great deal of time and money by the



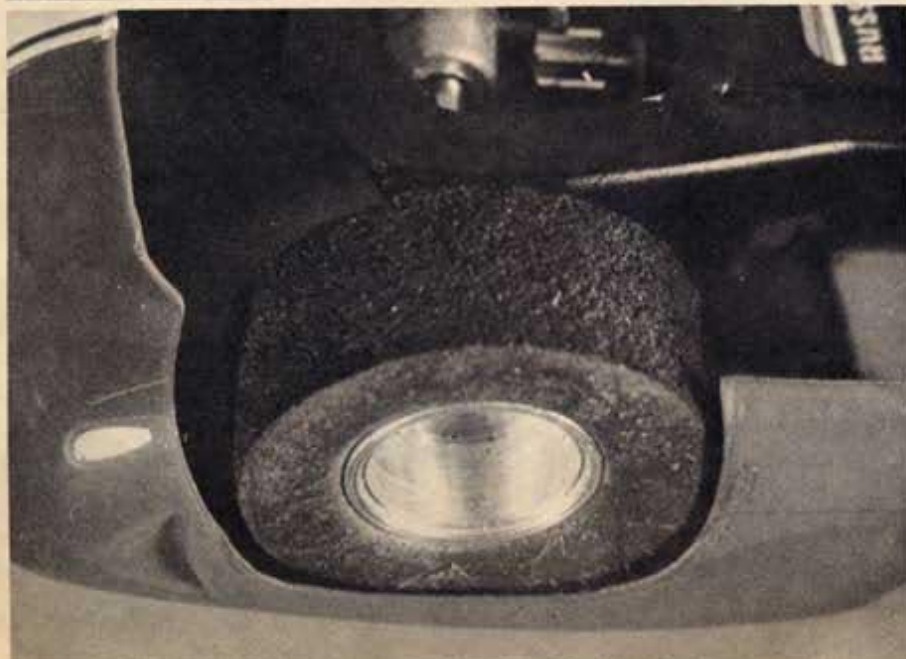
Front tire does not have sufficient clearance as indicated.



Rear tire is much too close to body. At speed, tire expansion will cause tire to rub.



Improper painting has caused body to warp until it rides on motor shaft and gear.



manufacturer in an effort to give you a well designed quality item at a reasonable cost. To do this, high volume mass production line methods must be used; and in so doing many small things may be unintentionally overlooked, in an effort to keep costs within reason.

We have gathered as many of the current offerings as are available for an analysis. We've subjected them to a close inspection and have compiled a table of those defects that will affect the car's performance. They are all of a minor nature and would be corrected in the normal course of preparing a car for the track by anyone knowledgeable in this field. The items are listed in a table as well as the percentages of the total of which each item was found. This is just a guide for your information as to points to check before attempting to run the average built-up car.

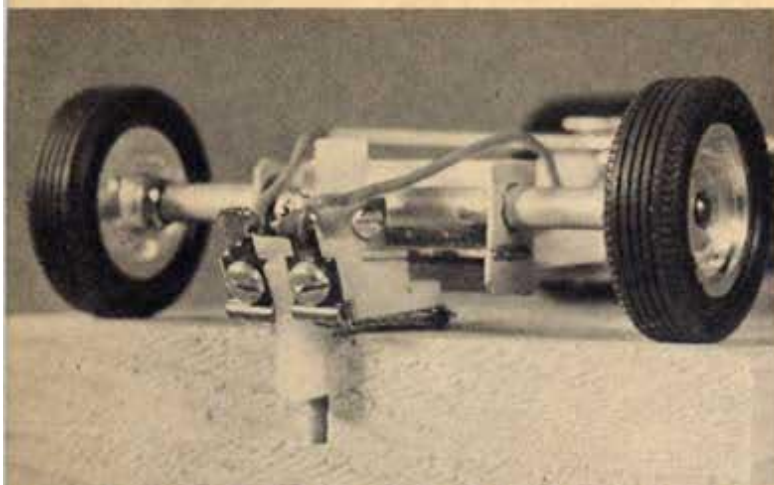
Any piece of machinery will operate smoother and with greater efficiency when properly lubricated. Our cars are no exception; a few drops of oil in the proper places will make a world of difference. A light weight oil in some kind of dispenser having a small tubular applicator tip is best, as any excess oil will just make a mess of your car as well as the track.

Oiling your new car can be combined with your inspection. Let's start at the front and go through a typical inspection.

The pick up shoe should pivot easily.

Continued on next page

Outside of tire rubs body on this installation. The best fix is to reduce tread dimension.



A properly set up guide will allow both wheels to touch the track, with maximum blade engagement and still allow a slight amount of flex in the pick-up braids.



Braid is so stiff on this pick-up, it will not bend around shoe properly.



Trim body slightly if required to allow pick-up clearance as it rotates from side to side.



This pick-up hits frame restricting greatly the amount of rotation.

The braid and motor lead wires should be firmly attached and not rub on the body as it swings from side to side. The front wheels should spin freely and if the tires wobble, set them on the rims properly. There should be a minimum of side play in the front axle, just enough to assure free running with a drop of oil at each support. No more than a very small drop of oil on each bearing of the motor is required.

It takes experience to be able to judge a proper gear mesh. Generally either too tight or too loose a mesh will be much more noisy than the proper one. It will require some experimenting on your part to find the correct setting after oiling the axle bushings and gears. Run the car around for a few minutes at moderate speed to let things run in before making any changes. If after this time the motor appears somewhat hot the gears could be too tight causing them to bind. Too loose an adjustment would be noisy, but

would not contribute to excess motor heat.

Something easily overlooked is the clearance between the body and tires at a point directly over the top of the rear tires. This condition can be eliminated by sanding the outer corner of the tire. This is a recommended procedure even if clearance is not a problem. Control in cornering will be improved with the

elimination of the sharp outside edges. If the tire is soft enough to provide good traction, the sharp edges will tend to roll under and cause your car to hop or flip over. Sanding is accomplished by holding the car on the track with the rear wheels just clear of the surface. With the controller held wide open, use a small bit of sandpaper and radius the edge. Don't over do it, as too large a radius will reduce the contact area of the tire.

Other items that should be checked include the pick up shoe contact braid. They should be securely fastened and lie back parallel to the guide blade. Motor lead wires should be positively attached to the guide blade and their routing should not interfere with the pickup motion in any direction. They should also be kept clear of the tires and axle to prevent adding any excess drag and eventual failure of the wire.

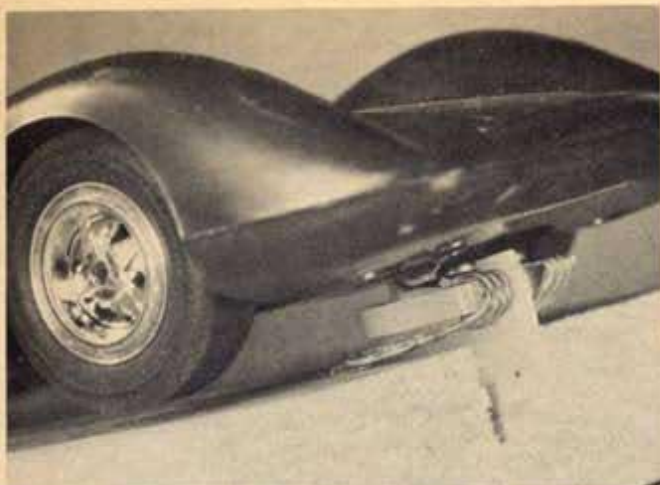
It is somewhat embarrassing to lose

PROBLEMS NOTED

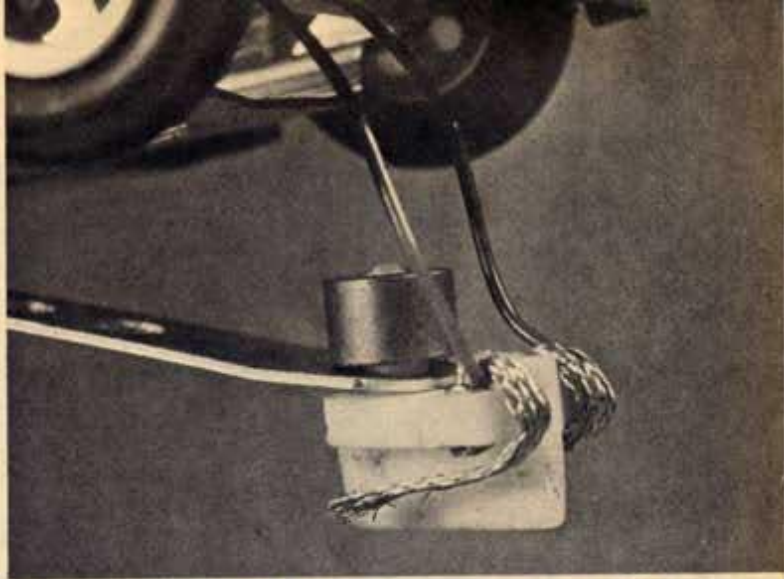
Warped body
Poor detail
Tight gears
Loose pick-up
Tire binding
Tire wobble
Poor tire trim

PERCENTAGE

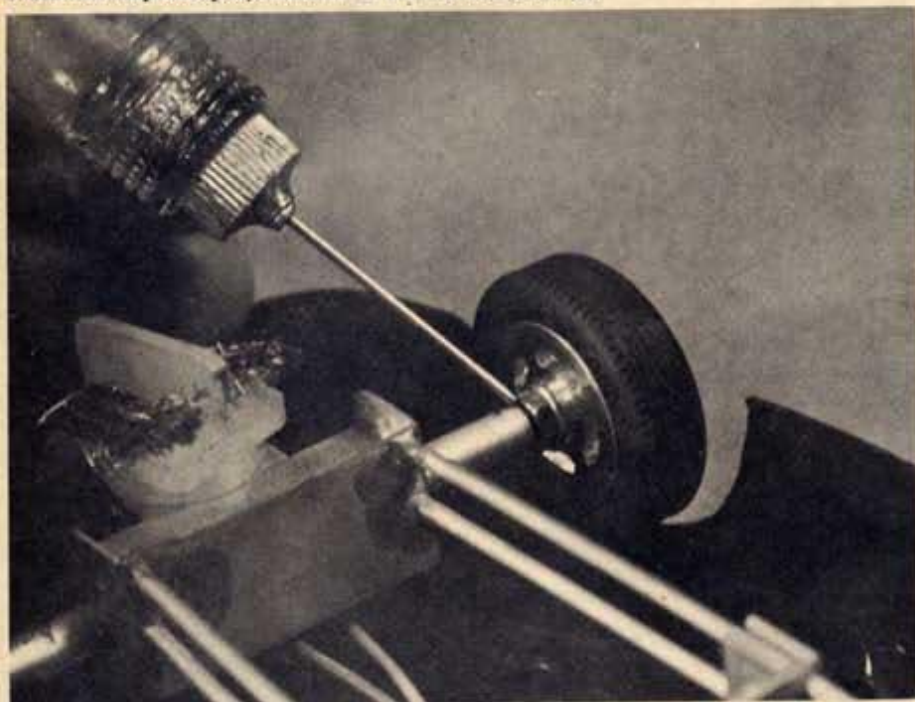
20%
40%
10%
20%
40%
20%
40%



The excessive strength braid is actually holding the entire front end off the track. Substitution of a more flexible braid will improve performance and cure the sledding.



Retaining collar is much too loose allowing guide to wobble excessively affecting performance.

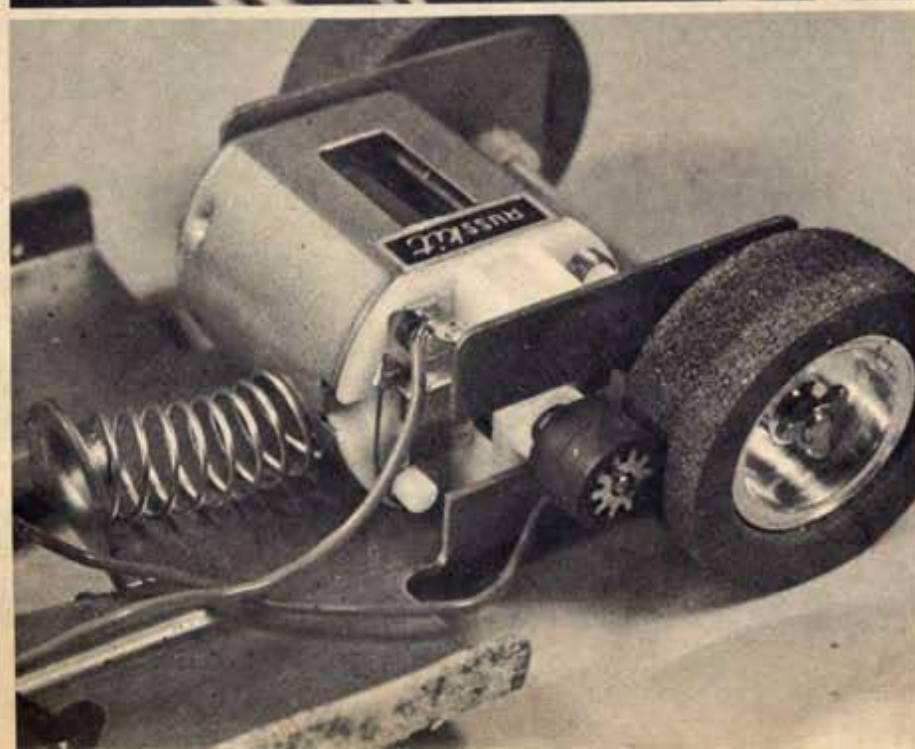


Oil does wonders for rotating parts but use it sparingly and in the right places.

a wheel running down the back stretch. Avoid this by checking all jam nuts as well as set screws either in wheels or gear hubs.

Like the old saying, an ounce of prevention will eliminate a pound of frustration at the track. After all, who wants things to come unglued during the heat of battle for first place.

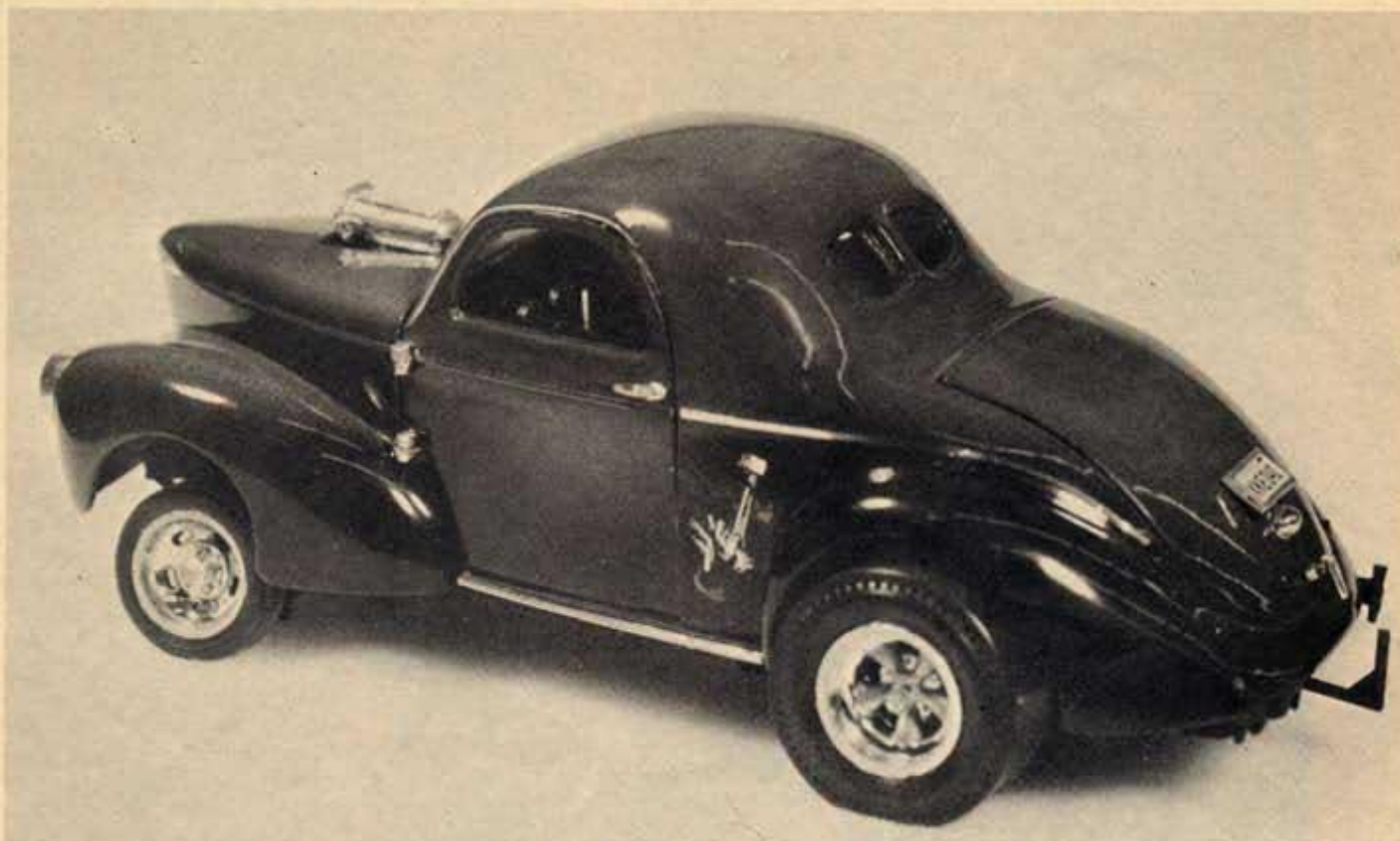
After everything has been checked, pull out of the pit and take a few warm up laps. Allow a minimum of at least a half hour for everything to run-in at a moderate speed before you start to hot dog it. This will give you an opportunity to get to know the car and its response to your commands. Then if everything looks right start gradually increasing your speed and before you know it you will be racing instantly.



Removing the sharp corner at intersection of side wall and tread of tire will improve performance greatly. It is most effective on soft sponge tires.

Friction drive should be the most trouble free of the lot but spring would not stay in place but for a lap or two.

Revell-Testor ride Again



Paint honors for the Montreal show went to Roger Beland for his beautifully finished Willys Coupe.

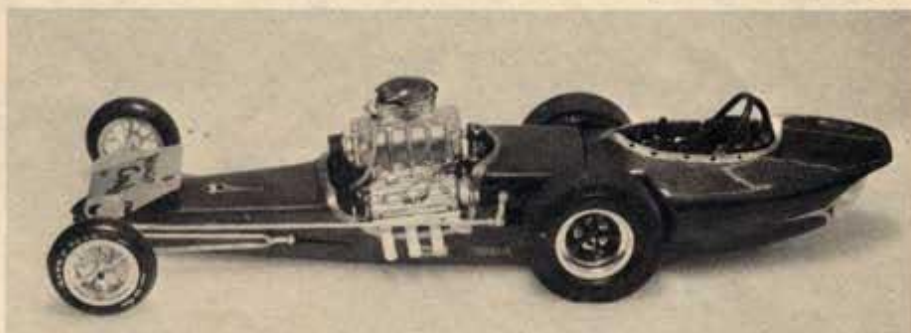
HERE COMES ANOTHER BIG ONE!

Car modelers across the country are going at it "putty and file" to create the best model car ever so that they might be the winner of the 1966 Buick Gran Sport in the current Revell-Testor International Model Car Customizing Contest in conjunction with the Promotions, Inc. Custom Car Shows.

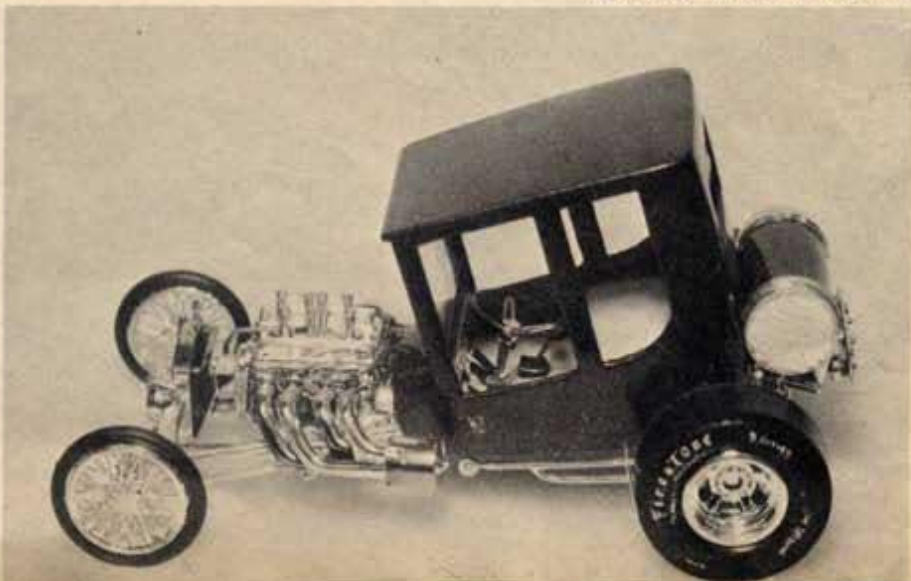
The first contest of the year conducted in Pittsburgh showed 127 entries. The contest judges claim that the trend seems to be in detail and more detail, and that paint jobs are 100% better than those seen in years gone by.

At the Pittsburgh event Mike Schoss, 15, took best Competition honors with his '65 Dodge. Doug Cherak, 16, took Radical honors with his hand-built creation, while the Mild Class title went to Andy Serbanski, 22, with a '65 Chevy

The Mild custom car honors, believe it or not, went to this Mild-Wild street rod entered in the Montreal show by Jean Paul Beland.



Norman Arcouet, Montreal, took Competition honors with this fully detailed metalflake finished dragster.





This '65 Chevy Corvette, magnificently detailed, took Mild class honors for Andy Serbinkski of Sewickley, Pa., at the Pittsburgh Custom Car Show.



Ray Gallant of Montreal won the Radical Class with this scratch-built G.M.C. Tractor with a tilt cab. He even had a detailed diesel engine built in.

Corvette. Harold Skavinsky, 22, took Best Paint.

As the show moved into Boston, Radical Class honors went to Richard Carroll, a two-time Revell winner. Rich Carroll was last year's International Champion and drove away with a '65 Chevy Corvair. Since then, Carroll has also won a Yamaha Motorbike in the recent Revell-Testor 3rd Annual Model Car Customizing Contest. Mild Class honors in Boston went to Jody Babson. Best Paint went to Bob McIntosh and the Competition Class was taken by Paul De Korte.

The judges claim that De Korte's '65 Chevy is one of the greatest model cars they have ever seen. Paul drilled and tapped all nuts and bolts out of the entire model and replaced them with jeweler's screws. He also made shifting linkage from the steering column to the transmission that actually works. It is one of the most magnificently detailed cars ever seen.

As the show moved into Montreal, Canada, the models were again fantas-

tically detailed. The only problem encountered by the contest judges was the language barrier, but that was soon overcome as it seems model car building has its own international language.

In Montreal, Radical Class honors went to Ray Gallant, Mild title to Jean Paul Beland, Competition Class to Norman Arcouet, and the Paint title to Roger Beland.

The big winner in the judges' opinion

at Montreal was Ray Gallant with his scratch-built G.M.C. tractor with a tilt cab. It was a fifth wheel diesel engine with all the works.

The contest still has many cities to go. Check the schedule to see when you might enter and perhaps be in line to win that '66 Gran Sport. For more detailed information, drop a line to Mr. Joel Rubenstein, Revell Inc., 4223 Glencoe Ave., Venice, California.

INTERNATIONAL CHAMPIONSHIP AUTO SHOWS

CITY	DATES
Detroit	January 21, 22, 23
Toronto	January 28, 29, 30
Dallas	February 4, 5, 6
Cincinnati	February 11, 12, 13
Indianapolis	February 18, 19, 20
Baltimore	February 25, 26, 27
Buffalo	March 18, 19, 20
Louisville	March 25, 26, 27
Washington	April 1, 2, 3
Toledo	April 8, 9, 10



Best Competition model at the Pittsburgh Custom Car Show was the handiwork of Mike Schoss. His cool, clean-lined custom '65 Dodge took a heap of TLC in the building.



This radical show car was scratch-built by Doug Cherak, of West Mifflin, Pa., to take the Radical honors (naturally) at the Pittsburgh show.

The Englishman And The COBRA

A CLOSE UP LOOK AT THE LATEST RAGE IN BRITAIN

Although there's little denying that America happens to be the center of the slot racing world, most historians agree that the whole show began in England. And using this footnote-in-the-march-of-time as the basis of a possibly debatable argument, certain sophisticated racers suggest that no one understands the sport like the English.

Now, be that as it may, we believe in giving every man the chance to speak his mind. Therefore, your red-blooded American editor has this month handed the key to the editorial test track to Mr. Leslie Potter of London, England. While new to MCS readers, Mr. Potter is a frequent contributor to that OTHER magazine — MC&T. By profession, he's an engineer, an expert with cars ranging from full size to HO. In the following pages, he takes a close up look at the Revell Cobra, the latest rage in Britain. For his candid opinions, read on. ED.

By LESLIE POTTER

LONDON . . . The very first American made slot racing kit to reach the British market came from the Revell Company in California. And from the start, it established new standards of quality throughout the local racing circles. Even today, Revell's popularity continues in the face of mounting competition, and their



new Cobra (new here, that is) is one of the most sought after cars around. And remember that American products cost more on this side of the Atlantic, so that we tend to eye a car rather closely before buying it. Now bearing this in mind, let's take a critical look at this latest bid for the heart (and wallet) of the British slot fan.

At first glance, the Cobra comes as a nicely done up kit of parts. The body mouldings are noticeably clean, the tyre mouldings are particularly good, and the finish on the chassis and the wheels are very satisfactory.

The chassis is composed of four aluminum pressings, and as such provides for a widely adjustable wheelbase. The motor, as was expected, is the three pole Mabuchi, and the final drive is a metal pinion to a metal contrate. Two contrates are provided in the kit, so that the final drive ratio can be either 3:1 or 4:1. And as the characteristics of the Cobra

Though Revell's Cobra may not be the most handsome car around, it is one of the most popular in England. A nonsense racer, it is simple, well designed, nicely finished and just plain fun to drive.

alter considerably according to which ratio is fitted, I have had to do two separate series of tests. The rear axle is of 1/8 inch diameter steel, screwed 5 x 40 on either end. The wheels are well based rim type, turned from aluminum, tapped 5 x 40, and locked with brass locknuts on the axles. The track is adjustable by means of nylon packing washers; and although a wide selection of these is included in the kit, the 1/32nd thick type appears to give the best result. The rear axle runs in oilite bushes which are secured in the chassis by steel circlips. The rear axle assembly is substantial, and I have yet to see the slightest hint of wear in the bearings. Worn bearings can give peculiar roadholding, cause a loss of power and rapidly increase the gear wear. Thus, there's little doubt that a robust back end is a rather handy thing to have — on the car that is.

The front axle is also 1/8 inch diameter steel, screwed 5 x 40, with the same arrangement for locking on the wheels. The axle runs directly in the aluminum chassis; and I cannot say that I am very enthusiastic about this type of axle arrangement. It is, I must admit, simple, strong and cheap; but it is not the best for maximum cornering power. I can see that on a very big circuit with very large radius sweeping curves, this is not going to be of paramount importance. But on a tight curve, it can and does matter.

The guide is a black nylon moulding



which carries the two braid brushes, and which is held in place by a brass collar and locking screw. The leads are held by two small self-tapping screws which also clamp the brushes in place. I have found from my own experience that power pickup is improved by teasing out the braid, so that it becomes a collection of parallel wires rather than a woven braid. This is illustrated in the photograph of the underside of the model.

The chassis is held together by four brass nuts and bolts, and I have found it expedient to administer a little locking fluid, such as Loctite, to the chassis bolts and also to the wheels. With this, they positively never loosen — a thing which

can happen if they are left untreated. I think this is probably the result of the high frequency vibration set up by the metal contrate. The chassis is held into the body by three brass screws which engage in brass threaded inserts in the body. Personally, I am very much in favour of this method of attachment. The use of self-tapping screws set directly into a polystyrene body strikes me as rather crude. The brass insert method is typical of the good engineering we've come to expect from Revell.

The body can be finished as a hard top or as an open car. And as most of the Cobras I have seen raced in this country have been open, that is the

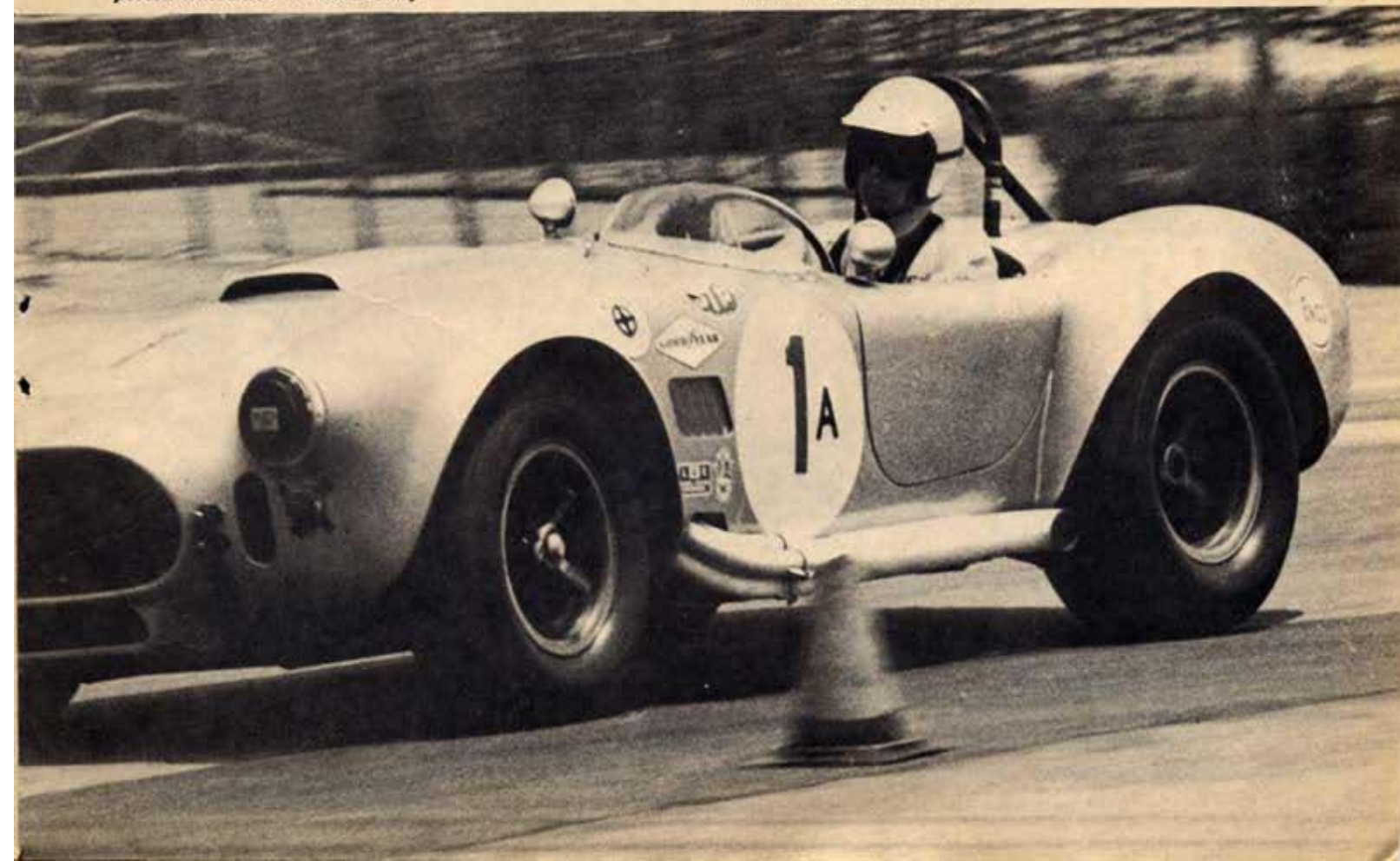
style I chose. The kit includes chromed wheel inserts, wheel nuts, fenders, radiator grille, exhaust pipes and head lamp rims. The headlamp lenses and windscreen are clear polystyrene. I have one minor criticism of the body; although it is the correct colour — a metallic blue — it is a rather dull colour. On a poorly lit circuit it is not the easiest of models to see. This can be remedied by adding "go-faster" stripes of some bright colour. In this country, we have a crop of self-styled car experts that we call "boy racers"; they seem to prefer rather ragged sports cars or small saloons (sedans to you). To them, tuning is a two step operation; first you remove the fenders,



While somewhat critical of the metallic blue finish, author/testor Leslie Potter found the Cobra body pretty well indestructible. On the open car version, however, the unsupported windshield bruises easily.



As for track behavior, the Cobra matches the full size original beautifully. Light and fast, it nevertheless can be taken through the most wicked curves with a suprising amount of predictability.



then you add go-faster stripes and a wood rimmed steering wheel. As I have a fair amount to do with real motor racing, I tend to be a little acid about the boy racers and their devices which naturally never appear on the circuits. However, this model is a case where the go-faster stripe would pay off.

Now how does it go, after all that? I have rarely met a model which duplicates the track behaviour of the original car so exactly. I have seen Phil Hill coming through the Chicane at Goodwood with a savage drift on, and then accelerate away up the straight in a series of tail wags lap after lap in a Cobra. I have seen various other drivers of less stature go through the corners nearly sideways. This is how the model behaves. It is very predictable, and very easy to drive up to the limit; and it can be slung through corners with astonishing amounts of drift on. And on a very slippery commercial track it can be taken round the entire circuit without ever once pointing in the direction in which it is going. On my masonite test track, it goes surprisingly fast (perhaps the motor was just putting out more power than some of the earlier models I've met). I have seen one or two which have been modified by having had a steering front end fitted, but they were not half such fun to thrash round. Although, they were quicker through the corners and did not slide so much.

The motor characteristics suited the

V.I.P. 30 ohm controller very well. One thing which is very noticeable on the Revell is the almost total absence of braking, with power off — a characteristic which is even more marked on 3:1 gearing. The half hour endurance test did nothing except to run the car in a little better, and from what I have seen of the Revell cars I would expect them to be very long-lived and pretty well indestructible in normal use. The body is not a particularly high impact polystyrene, but the moulding is robust. The only Revell car I ever recollect seeing have anything break was a Sting Ray which lost part of a fender in reducing another model to fragments. Small fragments too.

The motor stayed cool throughout the testing. The straight line performance test, which has in the past caused one or two gears to strip, had no effect whatever on this model. As you may remember, the procedure in the acceleration test is to put the model straight onto 14.5 volts from a transformer rectifier unit which will deliver 25A, so that the model really goes get 14.5 volts. Bang! Just like that. Apart from some initial wheelspin, this model did not mind at all. The comparison between the 3:1 and the 4:1 gearing was interesting on the acceleration test. The 4:1 geared car was quicker off the mark, but in four feet the 3:1 geared car would catch it, and then surge away. The respective maximum speeds were 15.75 feet/second for 4:1; and 18.7 feet/second for 3:1. However, when it comes to

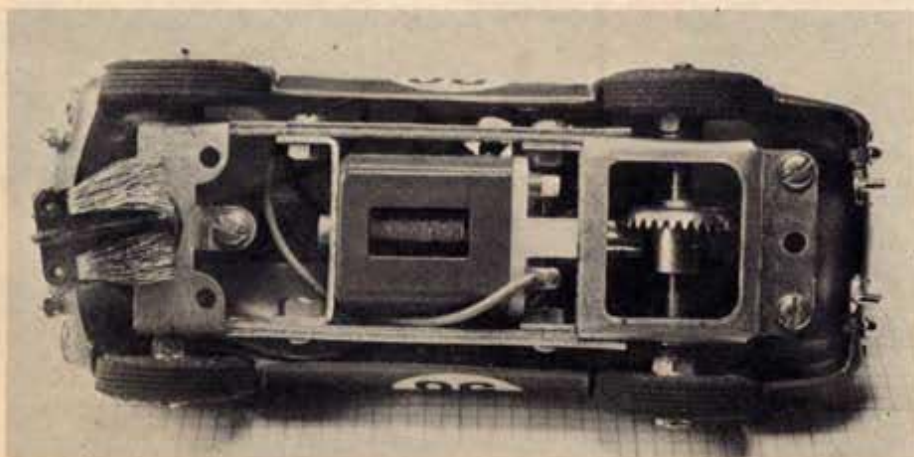
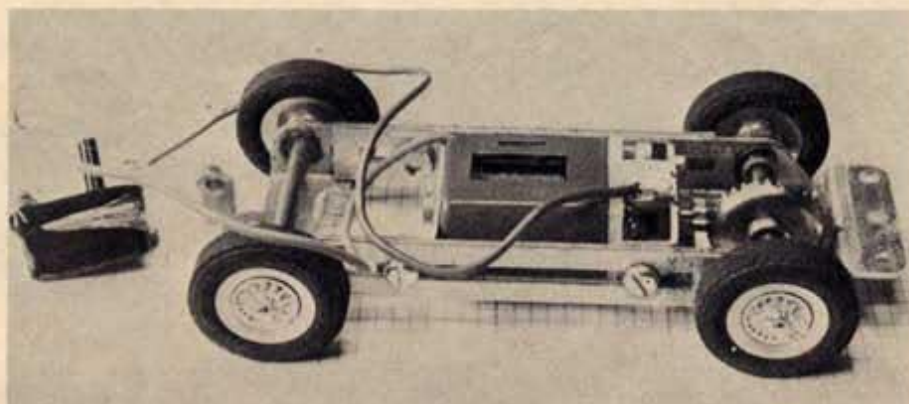
handling the cars on the track, the story is not quite this simple.

One would imagine that the 3:1 gearing is the combination for anything except a table top circuit; in the middle and top speed ranges the 3:1 geared car is both faster and accelerates better. Unfortunately, it has an almost complete absence of braking, and as the 4:1 gearing is distinctly better in this respect, it may often pay off. By way of amplification on this topic, I rewound a Revell Mabuchi and found that on 3:1 gears it would reach 25 feet/second on my 20 foot strip. And that is by no means slow.

Now for the general condition of the Cobra at the end of the tests. The hub nuts were fairly early casualties, and I would think that a racing model would do better without them. Despite the steel roll bar, the windscreen is vulnerable to damage if the model is rolled; the coupe model is obviously the better bet in this respect. The motor showed no signs of distress, and I would think that it has a lot in hand. The gears took some time to run in, and at the end of the normal 30 minutes were just about performing properly. Tyre wear and brush wear were negligible, and it looks as if Cobra should have a long racing life.

What sort of model is this then? It is simple, well designed, nicely finished and, in view of its simplicity, surprisingly fast. I must admit that it is as much fun to handle as any car that I have had in the last four years.

Revell has designed the front axle to run directly into the chassis. The author's tests showed, however, that the addition of a steering front end can bring the Cobra through curves quicker and with less sideways slide.



At the end of the test, the motor showed no signs of distress and tire and brush wear was negligible. Gearing took about 30 minutes to brake in. Note the teased contact braids; author claims they increase power pickup.

SLOT RACER'S

Work Shop

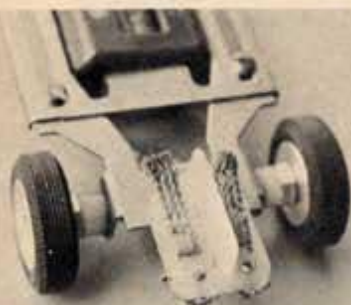
NEW IDEAS IN RACING MODIFICATIONS

BUILDING A PIN PICK-UP

By MARC CARNELLO

Ever been in a really tight race, fighting like mad for the lead, and spun out? That's bad enough, of course, but when a corner marshal struggles to center the flag pickup that invariably locks to one side during such a mishap, you have to stand there and slowly go mad! It's not his fault, of course; you

Here is a conventional flag as found on a standard Monogram slot car. It is free, of course, to swivel from side to side.



These are the parts that go into any standard flag. Left to right are brushes, flag, collar, set screw, and motor wire retaining screws.



When a car with a standard flag spins out, the flag invariably locks to one side, as shown here. We're going to do away with this problem!



just shouldn't have spun! Still, you're human, and you've got nerves too, so we really can't blame you too much for the lost time.

There is one item we CAN put a bit of blame on however! That flag pickup that gets "cocked over" every time you spin, requiring so much time-consuming attention just when time is so valuable!

Well why not do away with the thing altogether? You can, you know! The midwesterners wouldn't be caught dead with a flag pickup on their cars! They use a "pin" arrangement. In case you've never seen one, it's time you did.

There are absolutely no moving parts on a pin pickup. The pin is merely a piece of nylon rod or copper tubing, or even a bolt with the threads filed off, protruding down into the slot from the approximate location where the flag pickup is installed. It is fixed solidly to the chassis. On both sides of the pin, a pickup brush is placed. The motor wires connect solidly to these brushes.

A car with a pin pickup can be marshaled MUCH faster than one with a conventional flag. The car can literally be thrown at the slot and still go in. The marshal never has to turn the car over to see if the flag is properly centered. With a pin arrangement, the pickup can't move.

Let's face it, each time a conventional flag comes to a corner, it must swivel either to the left or the right. Every time it swivels it moves the motor wires. Most of the trouble during a long race comes from the pickup brushes, and this is caused from all this flexing.

You can build a pin pickup easily.

Obtain Monogram's guide pin plate, part number RS-3030-9, which sells for 35 cents. Secure in place in the chassis.



Since Monogram has just released their new race set, the job of building the pickup is a snap. You can merely use their part number RS-3030-9, which is a guide pin plate! The price? 35 cents! If you can't locate one of these, you can build the plate out of scrap plastic. The Monogram plate has the pin built in. If you build your own, get a piece of 1/8" diameter nylon rod, cut it to the proper length, drill a hole in the plastic plate, and glue it in with epoxy. You can sand the pin to the proper diameter with sandpaper until it fits the slot in your track perfectly.

Buy tiny spade connectors at your local hardware store. Clamp them to your motor wires. Solder them too, as a precautionary measure. If the spade end of the connector will not fit in the holes in the Monogram plate, file the holes until they do. It is a good idea to solder the spade connectors to the pickup brushes too.

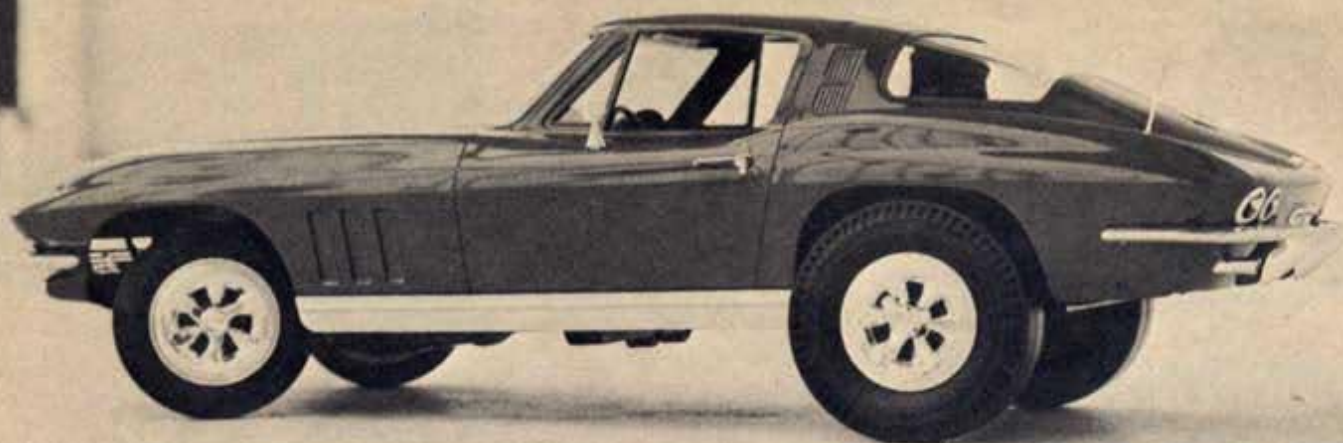
That's all there is to it. After you've raced with a pin arrangement for awhile, you will wonder why you ever fooled around with the flags for so long!

There is, however, one slight drawback to using the pin. If the track you race on has a very rough slot, your car will be a bit "twitchy." However, it takes a VERY poorly cut slot to cause this, and it is rare indeed to find one in this condition.

You will find your racing much more enjoyable when you don't have to stop every few minutes and adjust the pickup and brushes. You can use your new pin pickup to "punch a hole" in the competition!

Slip the old brushes in place, crimp the spade connectors to the wires and insert in the pin plate. And there it is. Trouble free and easy to marshal.





Here it is — the Big Vette, America's only true sports car and Monogram's latest entry in the 1/8th scale line-up. Looks remarkably like the real thing.



Riding on semi-pneumatic rubber-like tires, Monogram's \$10.98 version features steerable front wheels, completely detailed four-wheel independent suspension and disc brakes.

THE BIG VETTE

Introducing The New Monogram Ray

By RAYMOND E. HOY

They've done it again! The last of the "Big scale spenders," those boys at Monogram Models, Inc., have topped even their 1/8 scale XKE Jaguar! And just what could top *that* magnificent example of the model craftsman's art? A S-T-I-N-G-R-A-Y, that's what!

That's the story friends. Monogram has just released the most beautiful piece of machinery your old bloodshot orbs have seen yet! Same huge 1/8 scale, same super-detailing as all the other Monogram 1/8 scale jobs, same low price, but this time on America's sweetheart, the Corvette Sting Ray Grand Touring Sport Coupe!

Before I begin to rave enthusiastically about this jewel, I'd like to brief you on the *real* Corvette. The story will give you an idea as to the trials and tribulations encountered in bringing the Cor-

vette from a mass production semi-sportscar, using nearly stock Chevrolet passenger car parts, to the form the Corvette now takes, a highly specialized sports car that can take on the world's best — and for thousands of dollars less than most of its competition!

Early Corvettes suffered from poor brakes and rather indifferent handling qualities. It wasn't until 1963 that the Sting Ray became America's only true sports car. The complete redesign and constant refinement of chassis and suspension components soon began to tell. Road-holding became one of the Sting Ray's strong points. Participation in some of the world's leading sports car races taught the Chevrolet engineers a great deal about the way the car's suspension behaved in flat-out competition. The lessons learned were applied to the Cor-

vette production models, proving again that racing does indeed improve the breed.

The Sting Ray features an aerodynamically styled, fiber glass reinforced plastic body mounted on wide-spaced boxed side rail frames with five cross members for maximum torsional stiffness. The front suspension consists of unequal length "A" arms, variable rate coil springs, direct double-acting tubular, hydraulic shocks with a special freon-filled bag contained in each shock to help maintain proper action during extreme use, and a large diameter stabilizer bar for flatter cornering and better handling.

The independent rear suspension consists of a frame mounted differential with lateral struts and a nine-leaf, variable-rate transverse spring. Wheels are located fore and aft by fabricated steel box section trailing arms. Axle shafts, U-joints at each end, act as upper locating members. The rear also utilizes direct double-acting shocks of the type used on the front. This all adds up to a four-wheel

fully-independent suspension, teamed with greater rearward weight distribution that enables optimum performance, and superb balance and handling, from the overwhelming amount of power available.

The power is supplied by a 327 cubic inch, five-main bearing V-8, rated at 375 horsepower at 6,500 rpm. With the Ramjet Fuel Injection, solid lifters, and special purpose cam, this 3,000 pound hybrid, on its 98 inch wheelbase, is capable of speeds up to 150 mph and acceleration from 0-60 in six seconds flat. The power is transmitted through the new Muncie all-synchro, 4-speed, close ratio gear box with one of the lightest, most positive linkages ever designed. The new Sting Ray also features caliper type, hydraulic Sport-Master disc brakes at all four wheels. These new brakes insure smooth, fade-free stops time after time, through the use of an internally finned 11-3/4" cast iron disc.

The interior of the new Sting Ray is completely luxurious. The bucket seats are upholstered in genuine leather. The adjustable steering column sports a genuine wood-rimmed steering wheel. The instrument cluster features a large matching speedometer and tachometer in addition to the full assortment of smaller instruments (no idiot lights). The floor and luggage compartment are fully carpeted. The spare tire is uniquely located

in a special compartment under the rear of the car; and the headlights are retractable by electrically operated servo motors for cleaner lines during the daytime driving hours.

Monogram's version of this superb sports car is just as impressive as the real thing! It features steerable front wheels, an interior that looks so realistic you feel you could climb in and drive off, opening hood, and a super-detailed fuel injected engine. Of course, decals, detailed suspension, and whitewall tires are all part of the kit.

All parts are scaled exactly one and one half inches to the foot (1/8 actual size) to insure complete accuracy to detail; the same as the other gorgeous Monogram big scale cars.

Popularity of the big scale cars has prompted Monogram to bring forth some big scale accessories. They can be used with any of the big scale cars in the Monogram line. For instance, how about that six carb setup, number AK-201, for only 59 copper pennies! Or, an oval gas tank set, number AK-202, for 59 cents also! Racing set, AK-203, 79 cents, GMC blower set, AK-204, 79 cents, chrome wheel set, 15", AK-205, 79 cents, white wall drag slick set, AK-206, for \$1.00, and street whitewalls, AK-207, for 79 cents. A motorizing kit to power some of the accessories and to provide lights

for the big scale jobs can be had for only \$2.00 under part number AK-200.

There's just no end to the customizing operations you can do on these big, easy-to-work-on models. You needn't paint the cars if you don't want to. The colors are molded right in. However, it is doubtful if any custom-minded model builder would want to overlook this challenging job. Use only the very best materials. The big open spaces really show up a poor paint job. Detail all small items with a #00 brush. I used top-grade spray paint, Testor's PLA enamel. You can use Metalflake or Candy colors, of course, but be sure to put a flawless underbase on the shell first. As I said, a large chunk of wide open spaces such as the hood, top, or trunk of this Corvette, have a tendency to show the smallest "goofs" in painting.

The instruction sheet tells you just what should be painted which color, so that's no problem. I gave the seats a coat of flat Testor's black.

I installed rear wheels and tires from a Monogram Big "T," widened the rear tread a bit, and raised the rear end, giving the Sting Ray a very slight "rake." It really looks mean.

If you haven't been introduced to these extraordinarily beautiful models, leg it on down to your corner hobby shop. You've got a first class thrill coming!

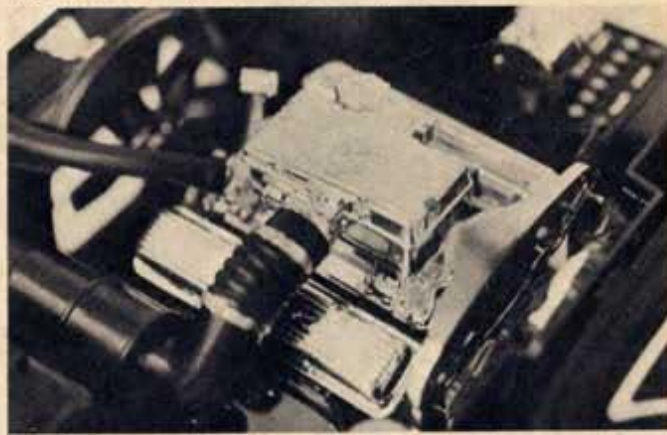
For night time display, headlights open at the flick of a finger. A power kit is also available which will do it with a couple of zaps from a battery.



Interior features include all the details of the full-size dash, a simulated wood wheel, bucket seats and simulated leather upholstery throughout.



Under the workable hood is a perfect scale version of the real Ray's 327 CID, five-main-bearing V-8 with fuel injection, solid lifters and special purpose cam.



And don't overlook Monogram's full line of custom goodies. Such things you can do to the Big Vette! It's enough to make you wish you could soak it overnight in a bucket of H-2-O, in the hopes that it might grow!



MCS

Spotlights: TRACK of the MONTH

MINIATURE GRAND PRIX RACEWAY La Puente, Calif.



The official J. Warren Hull crest watches over the action at the La Puente Miniature Grand Prix circuit. And there definitely IS action on the fast "pinched" oval. This layout is one of the favorites for the "high speed" crowd.

One of the newest J. Warren Hull raceways to open is the remarkable "Miniature Grand Prix Raceway" in La Puente, Calif. Located at 15723 East Amar Road, this brand new raceway was opened August 4th, 1965, by the owner, Lawrence Le Clair. Business has been booming since then, due in great part to Mr. Le Clair's progressive racing program.

The La Puente Miniature Grand Prix Raceway houses two eight-lane tracks, a 107' per lap road course, and a 130' per lap "pinched" oval.

Races are held twice a week. "Open" races are run on Thursday evening, and anyone may enter. A \$1.00 entry fee entitles you to participate for valuable prizes. In addition to a trophy for 1st, 2nd, and 3rd place, merchandise gift certificates are awarded, \$5.00 for 1st place, \$3.00 for 2nd, and \$2.00 for 3rd place. To provide still more stimulation to the participants, ribbons are awarded to any competitor who finishes the race.

Sunday afternoon races are for competitors 14 years old or younger. The entry fee is 50 cents, to go toward a 1st, 2nd, and 3rd place trophy.

J. Warren Hull Raceways operate under their own established racing rules. The La Puente circuit follows suit, running their races on a very interesting program. Each competitor can be sure of getting in a lot of laps, once he

enters one of the races, no matter where he finishes. Each driver must run in eight five-lap heat races. First place in each race receives 8 points, second place 7 points, etc., on down to 1 point for last place. The total number of points garnered at the end of the eight heat races determines which drivers will make the main event. There are eight lanes, so eight drivers run the 160 lap main. The next eight highest point winners are allowed to run the 80 lap semi-main.

Lawrence Le Clair, owner of this beautiful raceway, plans to send a team from his establishment to the J. Warren Hull Miniature Grand Prix Raceway in Sepulveda, California, to challenge other J. Warren Hull teams. Larry believes his drivers can give anybody a run for the money, as they have improved remarkably since their fledgling days in early August.

We certainly wish Mr. Le Clair's team a lot of luck. MODEL CAR SCIENCE congratulates this progressive-minded raceway owner for a very well run establishment. More raceway proprietors like Lawrence Le Clair would help the sport immensely.

Our congratulations also to J. Warren Hull & Associates for their marvelous racing centers throughout the country. The model car racing industry should feel proud to have their sport represented by raceways such as these!

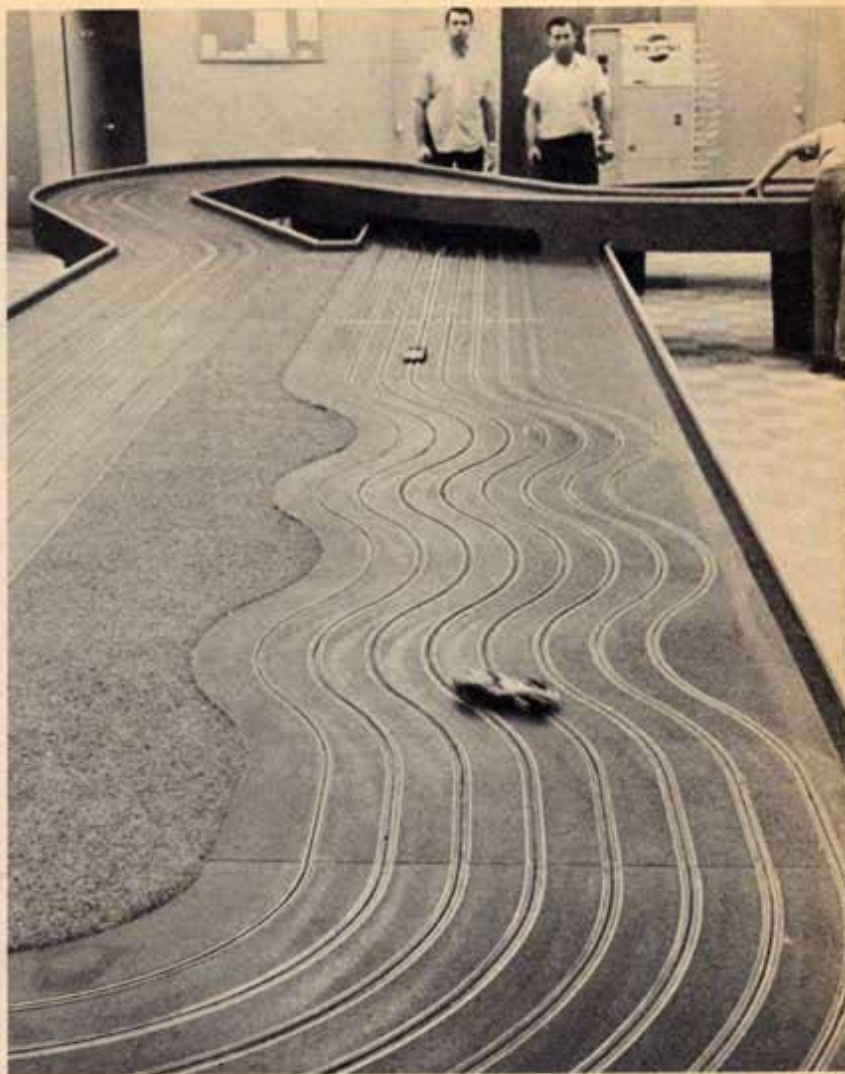




Another view of the road course. This "big sweeper" is a favorite for the "hot thumbs" and really separates the men from the boys!

Action in the esses! This is the fast road course. There's something for everyone!

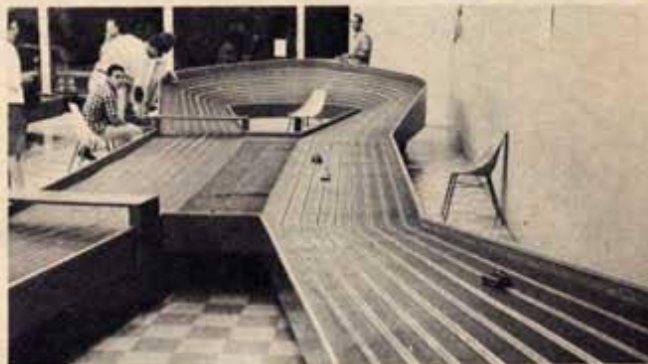
The La Puente store is fully stocked too. The customer can find nearly any item he wants in this vast assortment.



These two drivers enjoy a hot dice on the drivers course. Oblivious to everything but the goal of turning a hot lap.



The name of the game is "concentration!" The La Puente track is the scene of hot racing action every night.



A view from the opposite end of the pinched oval shows the high banked curve. It takes a wide-awake driver to go flat out through the tricky "straight-a-way."

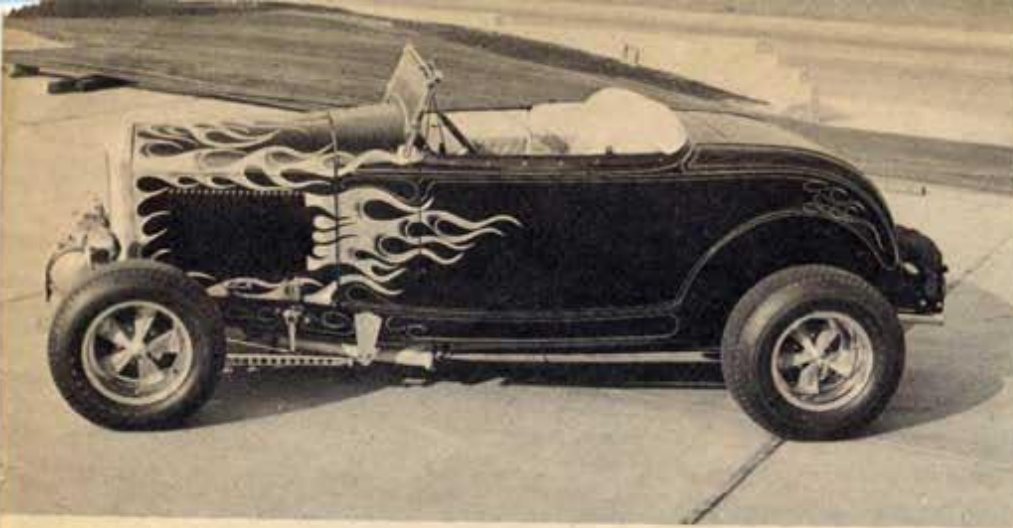
And as we fade away into the sunset to see . . . yup, those two fellas still hot at their own private "dice!"





A LIGHTER LOOK AT THE WACKY WORLD OF SLOT RACING





By DICK HELM

Ever get the urge to go "way out" with your paint jobs? People are funny about paint. They're afraid to experiment! Don't ask me why, I can't understand it! After all, if you end up with a paint job you don't dig, you can always spray over it, can't you?

The flame job really adds a dash of daring to a run-of-the-mill model, making it stand out from the rest of the crowd. It is an extremely simple job to do, once you get the hang of it. Like everything else in model building it just requires a bit of patience and the willingness to experiment.

Let's use a '56 Chev by Revell for our first "patient." Sand each piece with #600 wet-or-dry sandpaper before you assemble the car. Just enough to take the "glaze" off the finish and remove any parting lines, etc. If you want to customize the model in any fashion, such as top chopping, etc., now is the time to do it.

Assemble the body shell with a good grade of plastic glue. If you want to, you can assemble the entire basic body unit using masking tape or Scotch tape on the inside of the shell to hold everything together for the paint job.

Place the body shell on a coat hanger, bent to the shape shown in the photo. Obtain a large cardboard box with the bottom cut out, to place over the car as a protection against dust, once the spraying is finished.

If you are happy with the way the body looks, (no pits, etc.), go ahead and give the shell a shot of primer. Testor's is number one, in my book. Shake the can thoroughly and warm it in a pan of warm water, if it is a cool or cold day. Warm paint sprays much better than chilled paint.

No matter what you are spraying with, Metalflake, Candy colors, regular enamels, or primer, *always* use this method. Point the can at least six inches to a foot in front of the shell. Press the

spray nozzle down and begin a medium speed pass *across* and completely *past* the model by about 6 inches. Without stopping, make another steady pass back across the car and past. Do this until you have completed the job. The can should be at least 12" to 16" from the model at all times to avoid running or puddling paint.

When the first light coat of primer has dried thoroughly, sand the shell down with #600 paper again. Prime the shell again. If you take a close look at a primed surface you will see that very little imperfection shows up immediately. Keep priming and sanding until the job is done right. Give the shell a final sanding and wash the shell in warm water. Dry thoroughly.

The finish coat comes next. How about a wild Metalflake job? I really dig Testor's number 30-R Jade Green metal flake enamel. Their number 20-R Gold underbase creates a sparkling hue through this Jade Green paint. Apply the Gold underbase first then, using the same method that you used to apply the primer with, but no sanding this time! The first coat of Gold underbase should be just lightly "dusted" on from about 20" away. The second coat should be dusted on from about 12" away, and this coat should be sufficient to completely cover the primer with a light coat. Let it dry thoroughly.

Now for the Metalflake. Same procedure exactly! Dust the first coat on from "way out there" and the second coat should do it from about 12" away. Let the paint dry for at least two days. Keep your chicken-plucking paws off the paint, impatient!

Now for those burning flames! Tape a piece of typing paper over a piece of wax paper as shown in the photo. This double layer of paper will act as a shield to protect the part of the body that you don't want painted. Tape the mask in place as shown, after cutting

FLAME IT! FOR A HOT-SHOT FINISH

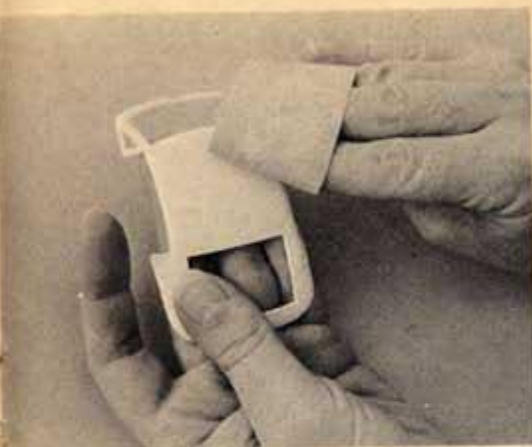
to the proper configuration. Your imagination is the limiting factor as to the size and shape of the flames. To make certain both sides are even and symmetrical (if you want both sides symmetrical) fold the sheet in half and cut. When you open the paper up you have an equal and symmetrical pattern. I learned that in group therapy class, bubbie!

A good solid red for the flames. Or, you could give the nose a couple of shots of orange and hit it with a spray of red while the orange is still wet. When the paint is dry, remove the mask.

If you really want to go goony, use some of the new Testor TCL Custom Day Glo colors such as their No. 86 Fire Orange, for the flame job. This is presently available only in bottled form for 29 cents. However, one ounce of this, mixed with a bit of thinner and placed in one of the air brush units will do the trick. You gotta just see this brilliant stuff to believe it!

Finish off the body work with #000 or #00 fine point brush and bottle enamels. When the paint has cured for about a week, rub it out thoroughly with rubbing compound. You can see the finish improve with each stroke of the cloth.

That's all there is to it. Next month I'll show you how to fog the paint on to your new custom job. Make it a date, o.k.?



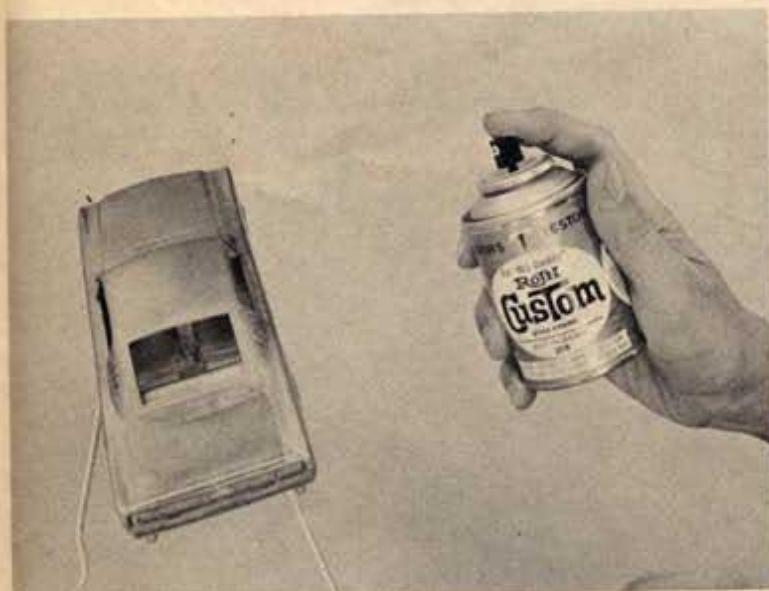
Sand each piece individually, using #600 wet-or-dry sandpaper. Glue the pieces to the main structure.



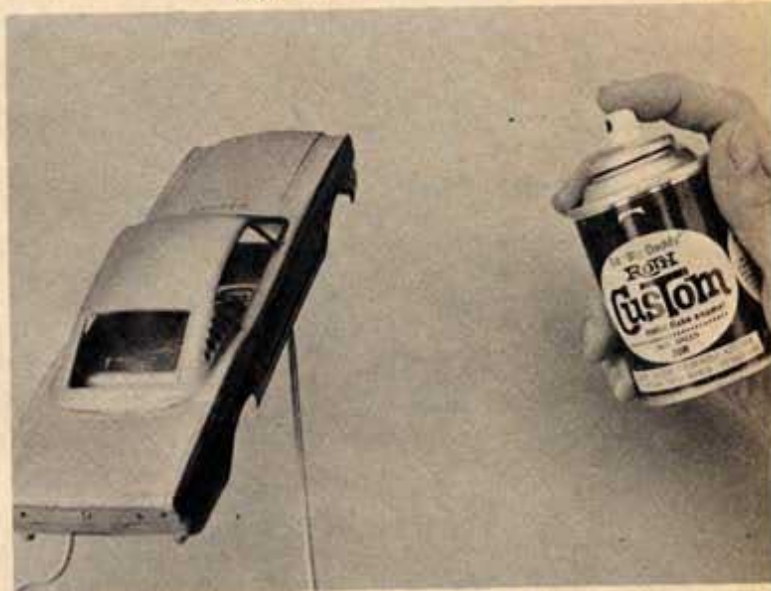
Fill all seams with Testor's body putty. A small amount of denatured alcohol keeps the putty pliable while you "work" it.



After you finish sanding the shell, "dust" the first coat of primer on. Sand between coats. After a final sanding, wash in warm water.



When the shell dries thoroughly, "dust" the first coat of underbase on. No sanding! Use two or three coats of thin spray.



After the underbase dries thoroughly, "dust" the first coat of Metalflake on. When it dries, lay a thin final coat on.



Make a mask of typing paper. Tape it in place with Scotch tape. Only a narrow edge of tape should touch the paint.



Spray the red on the nose. Remove the mask when the paint dries. When the paint dries for a week, rub it out to a mirror-like finish.

SWINGING PICK-UPS

What's up-on the bottom end

By BOB HOEPFNER

Swing, drop, floating or fallaway, by any name they are all the same. And by many, a very misunderstood part of their model racing car. Dragsters, very early in the development of their "go-for-brokers," discovered the necessity of this type of pick-up if electrical continuity with the track was to be maintained. However, reasons for its use on a drag strip are somewhat different from those necessitating it on a road course. At the higher voltages and unlimited amperes available on a drag strip, wind-up will lift the front end off the track. With the lower power used on road courses, and with a properly set up car, this condition should not develop.

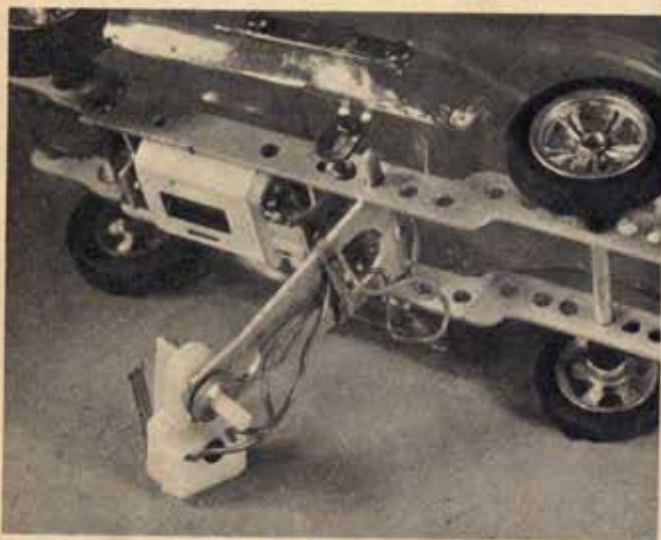
The use of a floating pick-up on track cars is used for an entirely different reason. A normal road course, to be interesting, will contain many variations in altitude as well as turns; everything from flat out straights to high banked curves. You will go up, down and around, just about everything that is not found on a drag strip. Under these conditions the car will have many forces working on it and its movement up, down and sideways will be considerable. Add to this the bumps resulting from poorly aligned track sections and you can see that maintaining guide shoe engagement and electrical contact is of the utmost importance.

No fixed pick-up is capable of doing it; it's just not in the cards, as any force acting upon the car will have an effect upon the guide shoe. For all practical purposes the car and shoe can be considered as one unit.

The swing pick-up isolates all vertical motion of the car from the guide shoe to such an extent that it is relatively unaffected by any forces acting upon the car in that direction. The theory being that the guide will follow any variations in track surface regardless of the attitude of the car in relation to the track; a side effect will result with the introduction of any longitudinal rotation, not however with the same result as a fixed pick-up.

Obviously with better guide shoe engagement and electrical contact you will have improved control of your car, less deslotting and improved lap times. All are necessary to end up in the winner's circle.

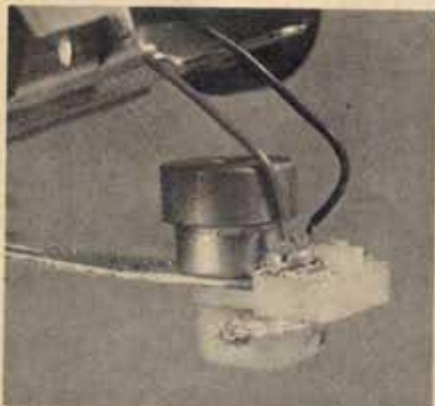
Now that we know what it will do, how is it obtained. It is not sufficient to just have a swinging pick-up. Unless



Pick-ups that drop vertically are a pain in the neck to any marshal. Require twice the time to place back on the track.



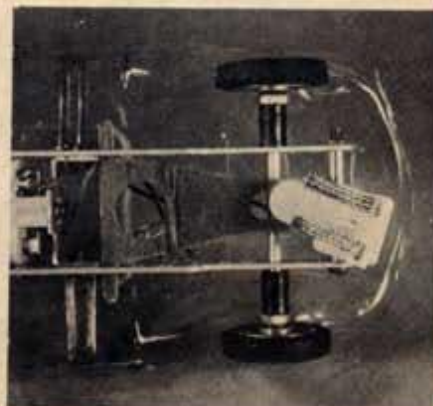
Swings like this belong in the back yard not on a slot car track. Installing lead wires between axle and frame would retain drop.



All this weight does nothing to aid your car's performance. It can be eliminated with the installation of light spring pressure on the arm.



This amount of drop will take care of all conditions encountered on any normal road course.



This pick-up arm has its pivot at maximum frame width reducing as much as possible side play with normal tolerances.

properly designed and set up, its effect upon the car will be much worse than a fixed one.

The type or kind of material is not important. Sheet stock, tubing and wire forms are all used; however, light weight is an advantage. Strength is the most important consideration. There should be a minimum of flex in all directions in the arm itself. Pivot points at the guide shoe and frame attachment should have the minimum amount of play. A sloppy fit at these points and any flex in the arm will spell trouble on any but the slowest turns. Remember centrifugal force, with these conditions present, will allow the guide shoe to cant over and ride up out of the slot. The pivot points for the swing arm should be spaced as far apart as the chassis will allow to help minimize side play. And the greater included angle of the arm will aid in reducing any tendency to twist.

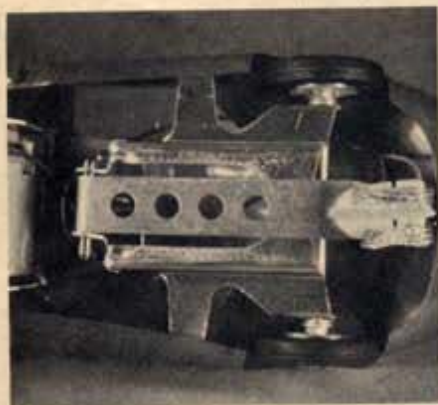
With none of the car weight bearing on the guide shoe, some means of

maintaining braid contact with the track is required. Two methods are now employed. Add a weight on the guide shoe post having sufficient mass to hold both pick-up braids in contact with the track. The main advantage to this method is that no adjustments are required. Just make sure the weight used is heavy enough. The disadvantages are the extra drag imposed by having to shove this weight around the track, as well as greater deflection when subjected to a ridge or bump in the track surface. More effort is entailed in using a spring loaded arm. Various types of springs are used; their purpose is to lightly lower the arm towards the track with just enough pressure to establish contact between braids and track surface. Use a minimum of pressure as any excess will have your car doing wheelies. It looks impressive, but sure ruins your control. If a stop is provided on the chassis to prevent any excess upward movement of the swing arm, a lighter spring can be used as chassis weight

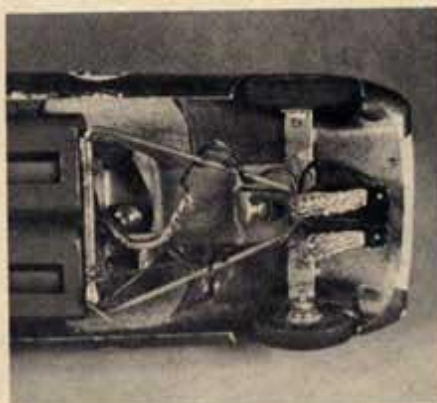
will help maintain contact under all but extreme conditions. This installation has a big advantage in that no more than normal drag is induced. And its light weight will allow it to follow track contours more readily.

With either type of installation some method should be incorporated that will retain the downward swing of the pick-up arm. Any movement over one inch is unnecessary and, in fact, detrimental. A short time as a Turn Marshal at any race will be more than enough to convince you. Over twice the time is required to replace a car with a long arm flapping around underneath and the guide shoe at some odd ball angle. By far the easiest way to prevent this is to install the motor lead wires on top of the axle when attaching them to the guide. The excess length will be just about right in most cases.

Win, lose or draw, you will still have a better performing car if you will take the time to revise and update your equipment to include these features.



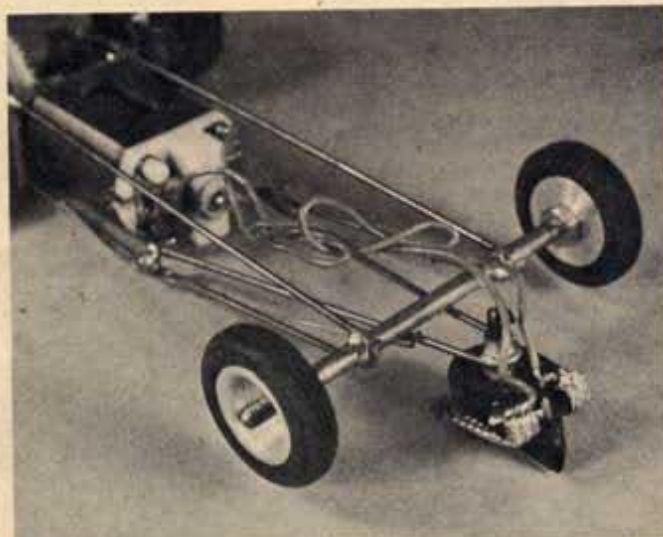
With the same tolerances as pick-up in fig. 5, this one will have much more side play because of the narrow base used.



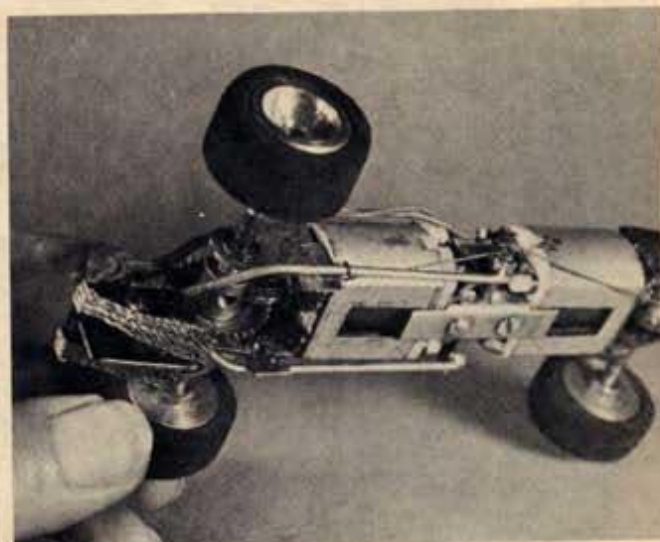
The wider the better especially with dual motors as the greater weight will mean the forces working against it will be much higher.



The opposite approach and not recommended is the single tube arm. Too much depends upon one solder joint and it usually fails.



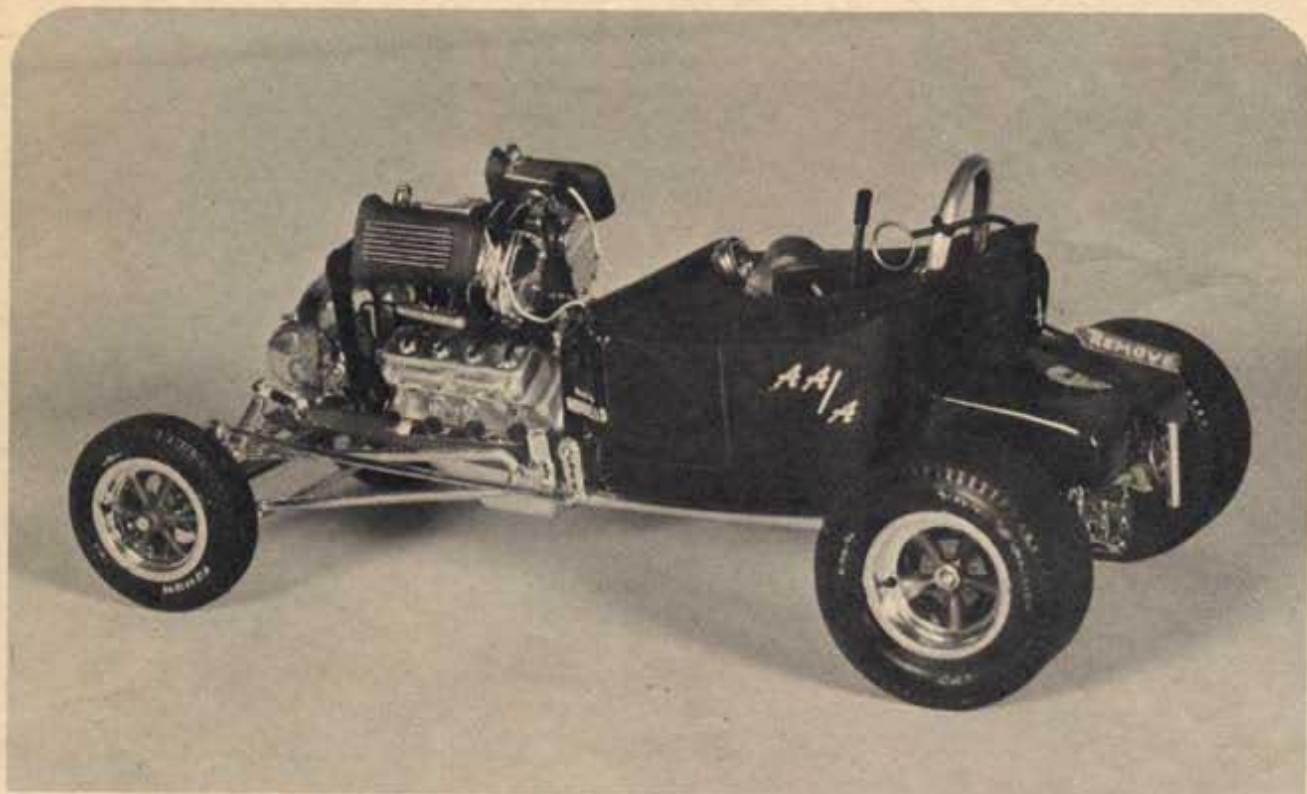
The axle tube is used as the upper stop for the swing arm. Down pressure is exerted by a small wire along side the nearest side of the "V". It is more visible in figure 4.



Front wheel, or four wheel drive cars require a little more planning, but their performance will improve greatly with a floating pick-up installation.



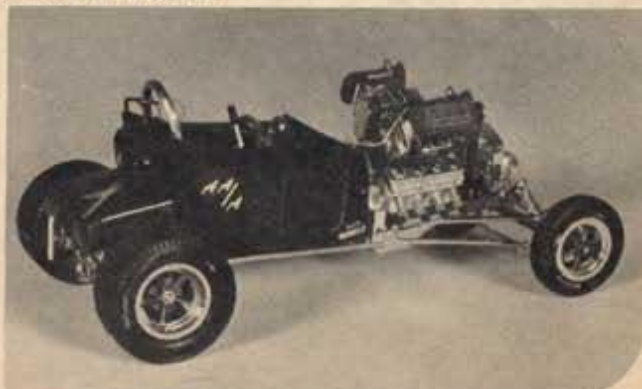
MCS: MODEL OF THE MONTH CONTEST



THE WINNAH . . . of this month's \$25 Savings Bond is Bruce Stewart of 510 Rosedale Ave., Nashville, Tennessee. He topped the tough competition with this beautifully tooled "Drag-T," finished in candy apply black over aztec gold metalflake.

Up front in the power department, Bruce installed a big blown '53 Studebaker engine from AMT. The tarp over the interior was cut from the roof section of a Model T coupe.

Having fully detailed his "Drag-T," Bruce added a readable Tacho over the dash. The candy black enamel was home-brewed, using gloss black and clear, and was laid on with an air brush.





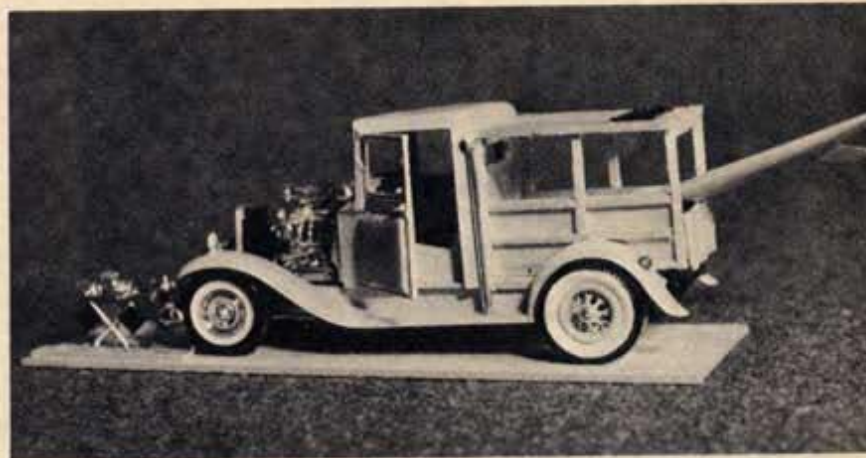
Chuck Friedman, from Seattle, Wash., did up his '49 Ford Surf Panel in royal blue, with contrasting brown fur inside. To get it over the dunes, it sports racing slicks and a fully detailed V-8.



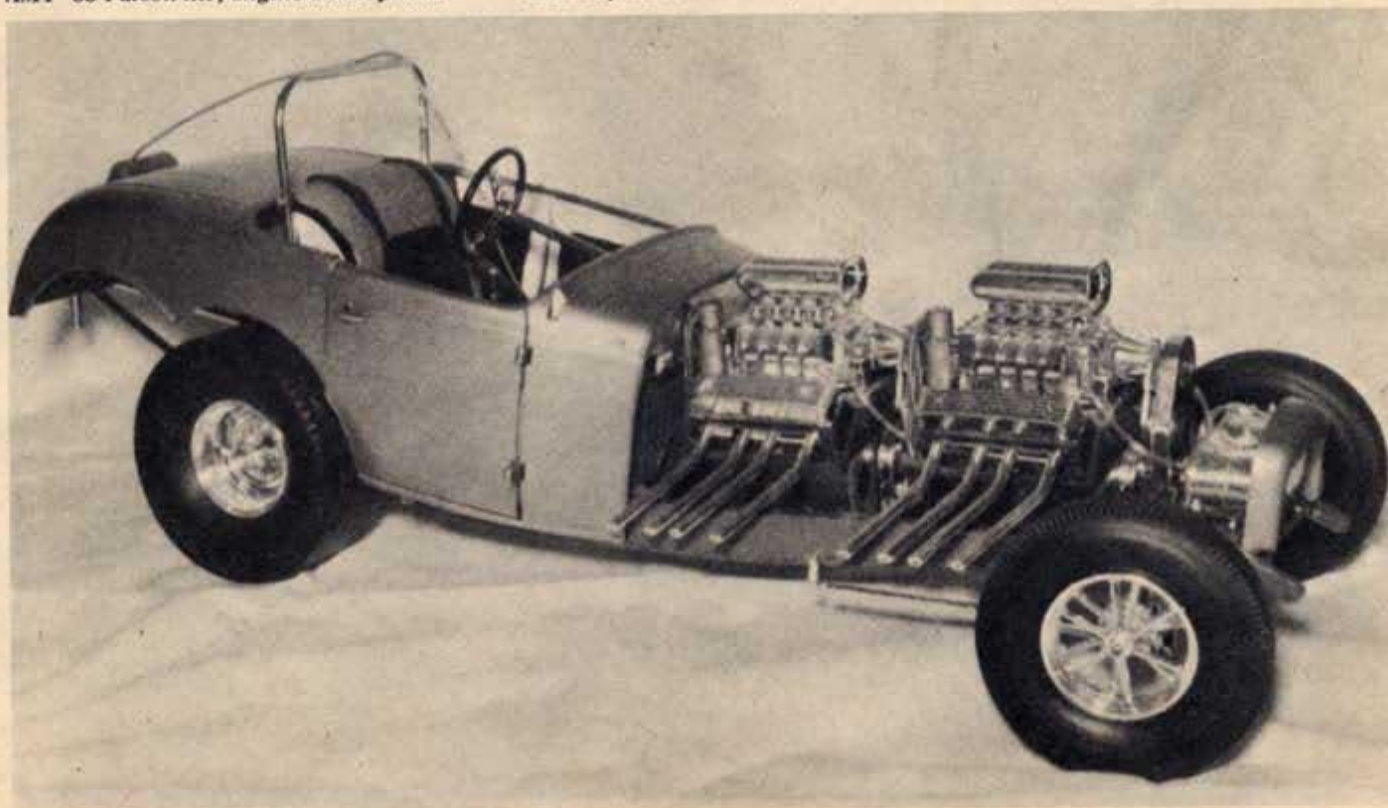
Earl Robb of Armada, Michigan, says his entry is a '65 Chevy II, but the front end is strictly Ford. Earl lifted it from an AMT '65 Falcon kit; engine and top too.



This double entry came from Paul Amos of Melbourne, Australia. The '61 Impala sports a 394 CID Olds Starbird engine and a '50 Ford Carson top. The '34 Ford Woody was reworked from a Pick-up; paneling and S.B. were hand made.



This '32 Big Deuce, entered by John Brandimarte of Paoli, Pa., went from street roadster to tandem powered dragster. New wheel wells were cut and the body moved back to fit the extra Lindberg engine.





Sporting a tough forward rake and a hand rubbed candy wild cherry finish, this chopped-n-channelled '40 Ford comes from Ed Mutchler, of Wichita, Kansas.



From Allan Storey, of Armuchee, Ga., and AMT comes this Boss Hoss Mustang stocker. Features include a Revell 427 CID Ford engine and Falcon Hedman Headers. Jack blocks from AMT's '65 Falcon boost the front end.

Here's yet another Surfer's Special, this time from Robert Ende, of Corning, N.Y. Starting with AMT's '28 Ford Sedan, Bob filled the panels and added a hinged door. The mill is a blown T-Bird with complete running gear.





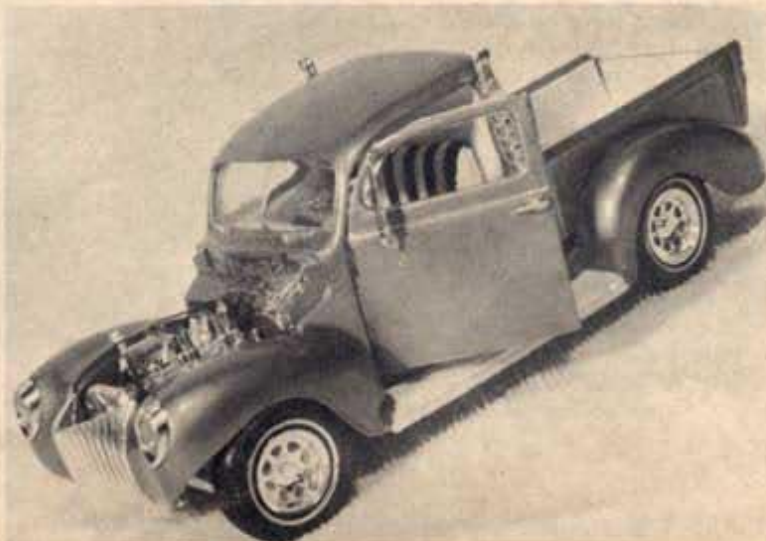
Master Modeler Don Culp whipped up this wild camper. Detailing includes a Revell turbine engine and chrome butane tanks. Finish is jade green metalflake up front, fading into lime gold at the rear.



Sheer power is the word for this dragster from Allan Amioka, of Mount Vernon, N.Y. The roar comes from Revell's blown '58 Chrysler engine, nicely detailed and fully wired.



Rich Rudy, of Wash., D.C., slicked up his '40 Ford pickup for some fancy hauling. Interior, running boards and back bed are upholstered with corduroy; finish is candy blue over metallic red.



Adding "40" to the Ford GT



HOW TO BUILD THE SHELBY SPECIAL

Undoubtedly only a few people recognize it, but in plain view of the Los Angeles International Airport, is America's only sports car manufacturing plant, Shelby American, Inc. On any week day, an observant passenger on flights in and out of L.A. may get a glimpse of a Mustang 350 GT, Cobra 289 or 427, or the fabulous new Ford GT-40 Roadster being tested on Carroll Shelby's private test strip behind the administrative offices.

After a week of knocking on the door and spending a few dimes for phone calls, entry to Shelby American was finally and officially managed, and a visitor's pass acquired.

Photographing the beautiful off-white open roadster for the scrapbook was really a mouth-watering experience! But not having \$16,200.00 in the checking account at the moment, it seemed best to get one by the less expensive means of building a model.

Checking the model shops disclosed that no injection-molded roadster model is available. However, after scrutinizing the kits on the market, it was decided that the Cox 1/24 Ford GT Coupe with its detail and basic scale could be converted into an attractive and authentic replica. Following are the steps to change this 1/24 Cox coupe into the Shelby GT-40 Roadster.

If you'll notice in the pictures of the roadster, the entire roof of the Cox

body must be cut away from the basic body unit; tool: blade saw. Cut the roof at the top of the front window posts, then saw the rear deck lid edge at an angle to the body contour. When sawing, use even pressure and saw slowly. Scratch a line on the rear roof line with a ruler and X-Acto knife. Don't sand the rough edges yet.

The two air scoops on both sides at the back edge of the doors come off too. (The scoops should be saved for the upper scoop construction later.) The triangular tips from the underside of the body interior should be cut off. Save all the scrap plastic from trimming, as the pieces will be used in a later step of construction.

After removing the tips, interior and body should be fitted and glued together from the underside. Smear glue well over all seams, joining the two pieces. Let dry thoroughly, according to directions.

Fill in the rear deck lid area with the scrap plastic and glue down. This saves an excessive amount of body putty (and incidentally, weight). Use the roof scrap on the top and glue down.

Fill in the lines between scrap and body lines with putty. Build up the putty with thin layers, allowing time for drying in between layers. (Body putty is like "Spackle." A thick layer will crack and not dry all the way through.) Sand each layer lightly until smooth with #3 sandpaper. Wipe any excess body putty from

the areas not to be covered with a damp rag.

A word of caution at this point. It is important not only to let each coat of body putty dry thoroughly before sanding, but to realize that any customizing job you undertake is not an overnight one. To arrive at this stage of construction took five evenings of 2½ hours net apiece. (Gives you an idea of how long it must take Cox and the other manufacturers to make the original molds for their cars.) You can do a faster job, but chances are the whole car will fall apart the first time you run it. Customizing is *never* easy but the end results of a careful job bring a satisfaction that kit building won't give you.

After building up the rear deck lid area and filling in the vent holes across the rear, take the two air scoops (cut from the sides of the body) and glue with the brushing type of cement. Keep the top edge of the scoop in line with the contour line of the rear fender. Sand the scoop after it has set, to line up with the vertical body line. To blend the scoop and create the small top vent, it's a good idea to use liquid balsa in order to keep the weight down. Remember this is brushed on lightly. Wait at least 10 minutes between coats. Build up a depth of 1/8" above the added styrene scoop. To give a uniform surface for sanding, go over all body puttied areas with the balsa.

When the liquid balsa is dry — use a burring tool and a jeweler's drill to roughly shape the outside contour of the top air vent. A foot pedal will give much better speed control. Use the drill at its slowest speed. From the front, burr a 1/8" half moon shape into the scoop. This is to be painted black. Sandpaper the rough scoops with #0 fine paper. It takes about 40 minutes for each side of the car to give the scoops their finished shape.

About the only compromise you'll have to make with authenticity is on the window posts and the windshield. The front posts of the GT-40 Roadster are set at a straight vertical angle. The coupe posts are set on a front-to-back angle. You can leave the GT-40 coupe posts at the same angle as they come on the body of the Cox kit, so the same windshield and windows can be used.

The back half of the roof section can now be worked. Fill the air vent notches across the top of this piece. The Cox body is scale enough so that the roof only has to be moved back slightly from the original position on the body. Fit the window in place, then mark the body



The magnificent Cox Ford GT can easily and quickly be transformed into the beautiful GT-40 roadster.



Use a jewelers or razor saw and carefully remove the top. Use slow careful cuts.



Remove the side air scoops on both sides of the body. Fill the holes with scrap plastic and body putty.



When you are satisfied with the fit of the interior, glue it in place from the bottom.

1/8" from the back edge. Cement the "roof" section on the marks. After drying, burr away 1/16 of an inch from the back side of the "roll bar" section. Sand burr edge smooth and straighten with sandpaper.

With brushing cement, attach the underside nose section to the main body. The small lights on the roadster will be simulated with paint after the body is painted. Burring holes and inserting lights will only weaken the nose section, which must take a lot of abuse. After the glue dries, sand until blended smooth. Go over the whole car once more lightly with sandpaper, dust thoroughly and you're ready to paint.

Everyone has their own preferences as far as painting technique is concerned. The fastest way to get a strong finish that will hold up to slot racing rigors — by any method — is best. The method used here was: overall priming with Pactra or other clear enamel inside and out. Then fill in with regular primer. After drying thoroughly, the first coat of gloss white enamel is dusted on body and interior. The balsa is sealed with the clear, or you can seal it with sanding sealer used by model airplane buffs. But it must be sealed!

Build up the white enamel through dust coats only. This will give you depth and allow shorter drying time in between layers. It will take approximately seven dust coats with 20 minutes drying time each. After 4 dust coats (in one evening) rub out with Aero Gloss or other WAX. Time: 25-30 minutes. Eighth coat should be a lightly wet one. Rub out again with

wax after the eighth coat. Wax is used because of enamel's softness, even when completely dry.

Using brushing enamel, paint the seats dark or royal blue. Gas pedals should be dark brown or black. As for the floor — leave it white. Driver used white suit, blue helmet with white stripes. Seat belts are black. Paint the driver one color at a time, allowing approximately 40 minutes for drying. Needless to say, use a very fine tipped brush for the driver and details.

Paint the interior dashboard background dark blue. Ring the circles around dashboard dials with aluminum or silver. Leave the faces white, and paint the hands on the dials black. Steering wheel should be glued on at this point, and painted black. Let dry overnight.

With a fine brush, paint the inside of the two side scoops on each side of the body black, creating the illusion of depth. On the lower nose piece, paint a simulated light under each of the headlights with silver or aluminum. The underside of the plastic headlight covers should be silver, then glue in place. Glue the driver in place and the painting is finished.

For striping, get a roll each of 1/32" and 1/8" adhesive striping. Getting it on straight is simple if you draw three straight lines with a ruler and a chalk type pencil. Slowly roll the striping out following the lines, 1/8" on the center line, flanked top and bottom by 1/32". For competition — add the pickup to the chassis and mount the body. You're now ready to cream all comers!



Remove the triangular tip from the right side of the interior. Save all the scrap plastic for the next step.



Trim the interior until it fits the interior of the body. Use the old "trial and error" method.



Fill the rear deck lid area with the scrap plastic. Glue it in place. This saves using an excessive amount of body putty.



Finish the deck lid off with body putty, applied in thin coats. Sand between each coat after it dries, using #3 sandpaper. The rest of the work is stock from here. Just take it nice and easy.

PRODUCT PROFILE:

ON THE MOVE --- WITH MDC!

BY RAYMOND E. HOY

I usually make it a point to visit each manufacturer in person, if I possibly can, in order to see first-hand just what they have "up their sleeve" for the new year. My visit to MODEL DIE CASTING, Inc., of Hawthorne, Calif., proved extremely informative! I went away from their plant a little dazed from the incredible racing machinery I had seen, and which is soon to be released.

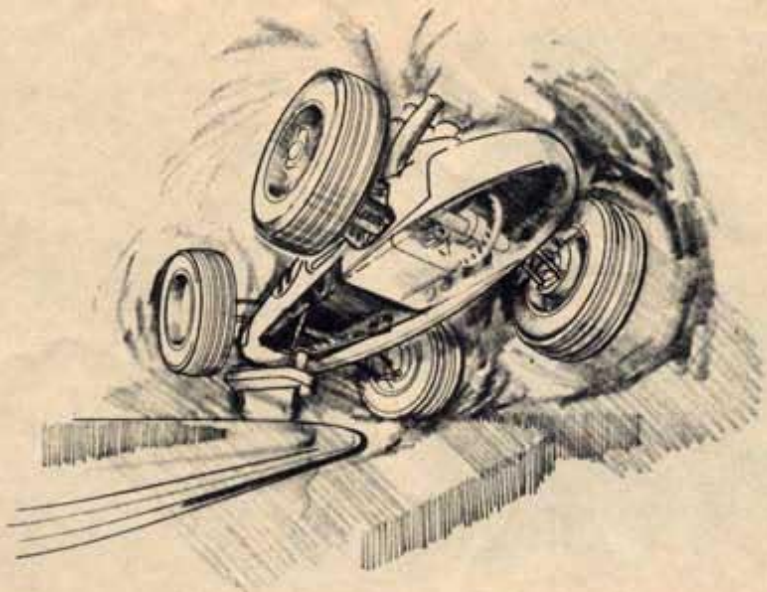
MODEL DIE CASTING has been in business for many years, producing an excellent line of model railroad equipment, and more recently, slot racing gear. Their excellent cast and precision machined wheels and gears are no strangers to the knowledgeable enthusiast. The famous A-Just-O, 1/32-1/24 scale racing frame has been "hauling the mail" for quite some time.

But friend, you ain't seen nuttin' yet! Get set for . . . THE PINK PANTHER! This fabulous, super-low 1/24 scale racing chassis is bound to scorch tracks wherever it goes! The machine-formed aluminum chassis goes together very easily, and features fully-adjustable wheel-base and tread. A swing pickup keeps the guide buried in the slot at all times. The wheels are fully-machined aluminum, threaded for 540 axles.

You just have to see how low this baby sets to believe it! MDC's fabulous Hypoid Crown Gear places the motor .180" lower than is possible with any standard setup. The Panther motor is a tried and true Mabuchi, and it turns on like a buzz saw!

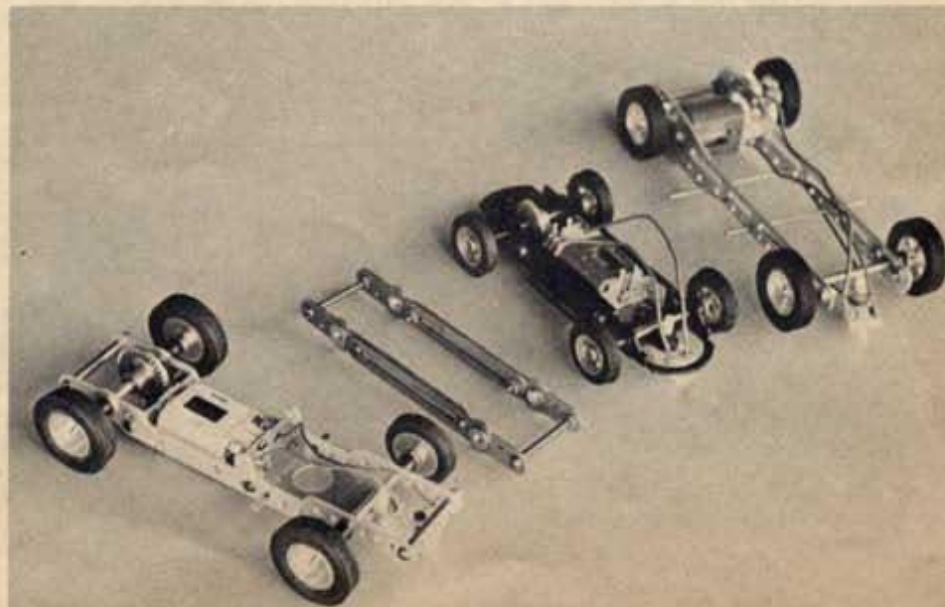
This complete kit, with body, sells for \$8.50 and is worth every dime! It has the very latest in body mounts, and a great new guide that offers really positive electrical contact.

MDC makes so many different racing goodies that it's hard to get them all rounded up in one spot! Their famous



Hypoid gear bracket sells for 40 cents each in the #115 model, and fits all Mabuchi motors such as the SP-500, Russkit "22" Monogram X-100 and MDC 5. Model #116 sells for 50 cents each and fits the bigger Mabuchis, such as the

SP-600, Russkit 33, Bob Cat and Monogram X-200. These brackets, used with the 32 or 36 tooth MDC Hypoid gears, which sell for 29 cents each, will lower the center of gravity of your car and give it a fighting chance at that winner's circle!



Racing chassis galore! Left to right — Pink Panther complete chassis (body included, not shown), brass frame with bearings, Delrin adjustable chassis, and the brass sidewinder chassis, complete, less body.

MDC also makes three beautiful cast wheels for 1/32 scale, priced at 79 and 89 cents. Their 1/24 scale series vary from 79 to 98 cents per pair, so you can find the wheel you want, at the price you want to pay. Set screws? MDC has them too. 98 cents PER DOZEN! Tires? 1/32 and 1/24 scale, at 50 cents per pair. Delrin Guides, 29 & 49 cents. Gears? Hypoid, spur, regular crown, and pinions, each with set screw, for 29 cents each. They also have a handy set screw wrench for 15 cents. Copper pickup brush material, one foot for 29 cents! As you can see, whatever you need, MDC has it!

And frames! How about a magnesium A-Just-O, for \$1.69? You can add your own motor, gears, axles and guide, and set it up just the way you want it. Or, the same frame in brass for \$1.69? Brass or Mag sidewinder frame for \$1.69? Lazy? Don't want to look around for the extra parts to complete your frame? Then buy MDC's magnesium sidewinder, COMPLETE chassis. All you need is a plastic body. Price — \$7.98. In Brass? Same price!

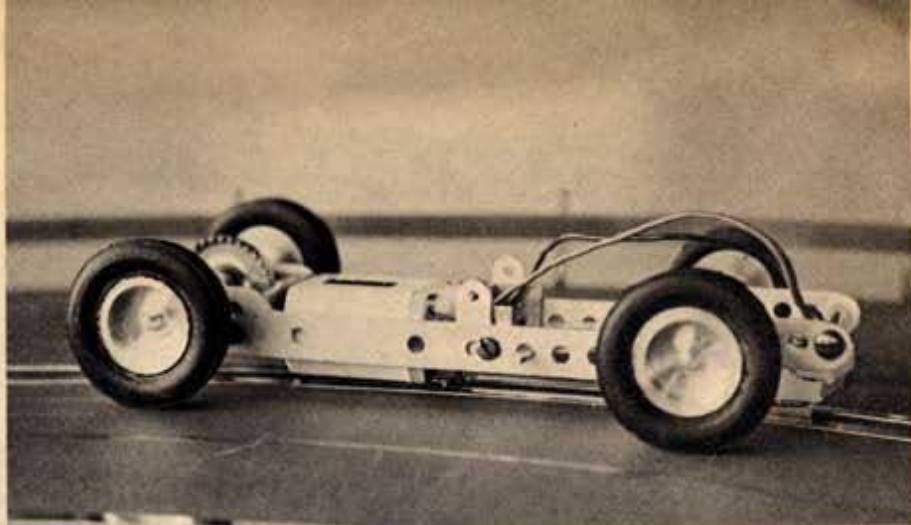
As you can see, there's no end. You can even get a complete plastic racing chassis, with motor and all accessories, for \$4.98. Just add a plastic body of your choice and you're on the 1/32 scale trail. 1/24th? Uh-huh. That too!

If this kind of news doesn't stir you up, you'd better check your pulse! And there's MORE TO COME! The rumblings can barely be heard from deep in their factory, but they'll soon grow to a wild roar. When the windows start to rattle and the ground gives a tremble in Hawthorne, California, you'll know that the Pink Panther is springing into action!

And want to know a little secret? A 1/32 version is in the works too! Don't fret HO fans! MDC has something for you soon, too.

Why not fire off 10 cents to MODEL DIE CASTING, P.O. Box 926, Hawthorne, Calif., for their fantastic new catalog. And be ready when the Pink Panther pounces!

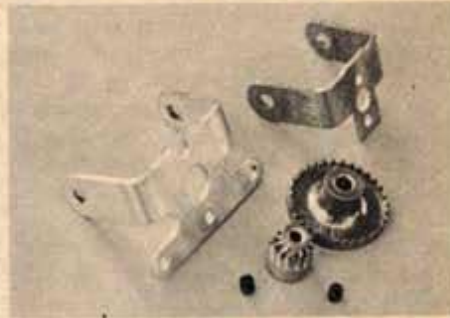
MDC's new two piece guide offers positive connections for only 49 cents. Includes braid. Shank is 1/8" diameter. Even small items like pick up wire are a bargain. One foot of copper braid for only 29 cents!



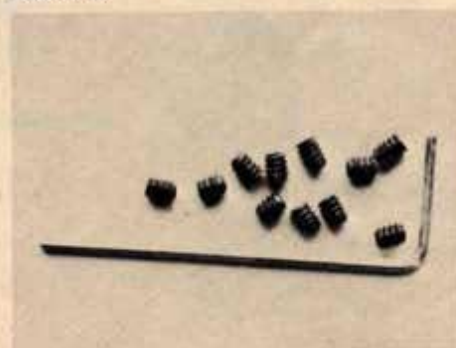
The fantastic new Pink Panther chassis. How low can a motor set in a frame? Center of gravity is right down on the deck. Result — superb handling!



A complete line of racing wheels, set screw and threaded, in both sales. Indy 500, Reverse rim, regular mag and American mag styles. Name it, MDC makes it.



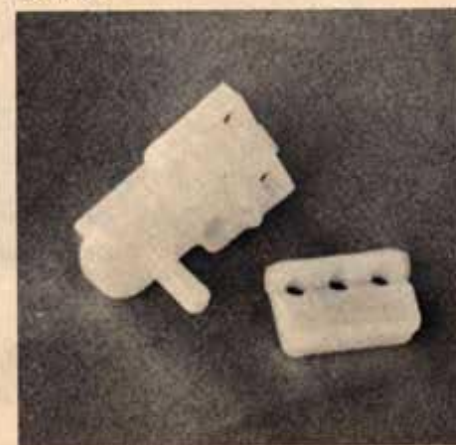
Hypoid gear brackets make hypoid installations a snap. The bracket on the left is for the SP-600 style motors, and the one on the right for SP-500 types.



MDC also produces a complete line of excellent small parts and tools for the racing advocate. This set-screw wrench sells for a paltry 15 cents! A dozen set-screws (with the more expensive socket heads) for only 98 cents.



MDC is famous for their gears. Left to right is their lightweight spur gear, the famous Hypoid, and a conventional crown gear. All with set screws. The pinions are 12 tooth with set screw.



Great Cars and How

A DRAG DEMON WITH DOUBLE DARE

By **BOB PAETH**

Stock body entries at the strip can be deceiving at a glance. The all out dragsters have little they can hide, but the stockers require a second glance before an indication as to their potential can be determined. The AA/MC on the rear quarter panel of this one is an indication that it could be a sleeper and looking around will confirm the fact. Eight stacks protruding from under each rocker panel and an air scoop on both the top and the hood are enough to make anyone with the slightest curiosity want to find out what's inside.

Jim Hoskinson who built the original, figured if one is good two would be better and if 327 cubic inches will do, open them up to 377 and things should be fine and that's just what he did with the two Chevy engines installed in his '55 Chevrolet two-door.

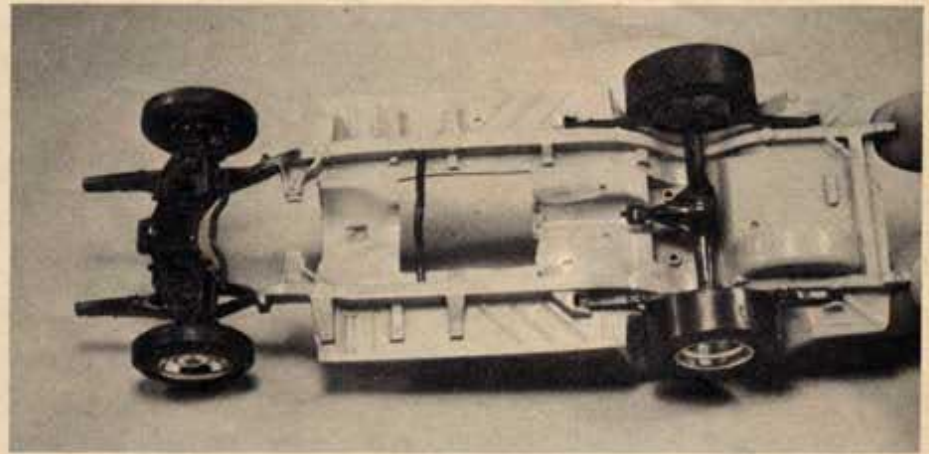
The Revell '55 Chevrolet kit is a good one to start this model with, the extra engine, a 409 cubic inch job, can be swapped from one of your other models for the second engine we need.

Body changes, for once are very easy, and consist of only removing material, rather than having to add and blend as is usually the case. Begin by gluing in the radiator support panel, after cutting out the radiator. This will hold the front fenders in place after lower bumper pan and interior wheel wells have been removed.

Start by opening up the rear wheel



Looks quiet and mild on the outside, but the 20 foot Diest drag chute and the Halibrand mag wheels spell power — and lots of it from the two massive engines inside.



Chassis assembly starts with the rear axle assembly. Bottom, usually black was painted for clarity.

wells; it's easy, just follow the lines as indicated on the inside of the body. Remove the entire front fender well sheet metal up to the hood ledge and then the front pan up to the parking lights;

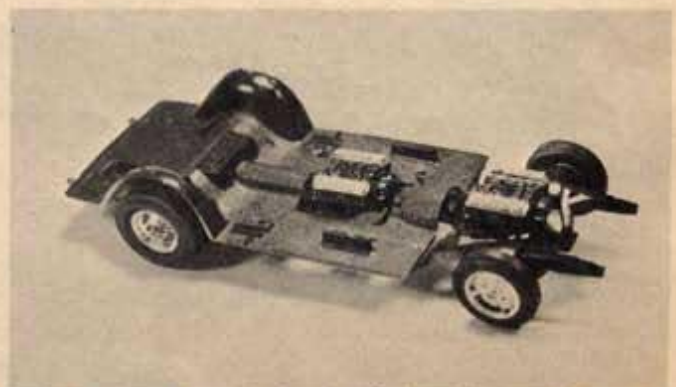
and all body modifications are complete.

The engine and drive line assembly will require a little care in its installation. Start by assembling the basic engines. The rear one uses a hydramatic transmission; the front a stock three speed gear box with straight through drive from the clutch.

Start by placing the rear axle assembly



Trim transmission tail shaft housing on forward engine until it will locate in stock position and align with "U" joint on front of rear engine.

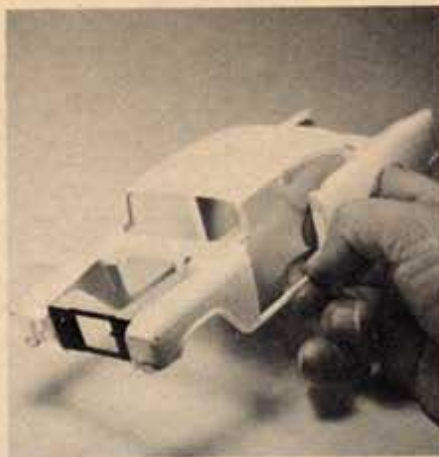


Basic engines installed and ready for detailing. Now is the time to install all of those exhaust pipes.

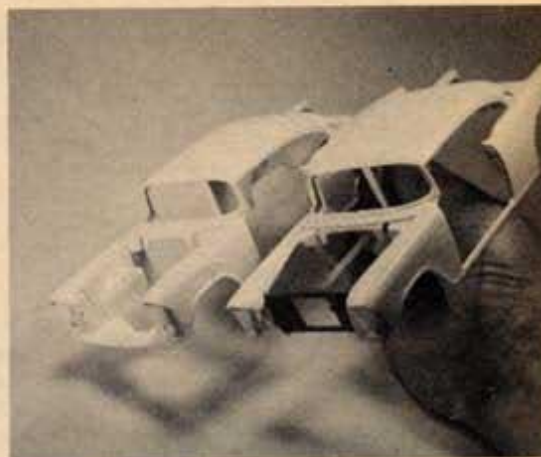
To Build The Model



Conversion of the stock Revell kit starts with the rear wheel wells. Open them up by following the line on inside of body shell.



Radiator support bracket will hold fenders in proper alignment while removing unwanted inner fender material.



Just to show you how it's coming, here's a comparison of the reworked and stock body shells.



Cut generator off of the water pump assembly. Use part of discard to fill in area between pulleys. Stock exhaust pipes are reformed to make rear engine mounts.

in position; hold the rear engine in approximate position and mark a rectangle on the bottom floor pan in the area of the block. Start small and open the hole up as required. After trail fittings determine proper size and location for alignment with the rear axle: Cut the "U" joints from a '41 Willys drive shaft and install at both ends of the rear

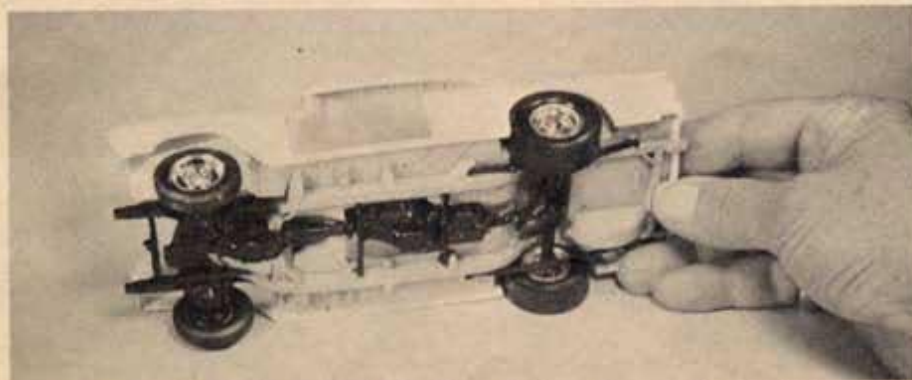
engine. One will glue to the rear axle and the front one will attach to the tail shaft housing of the forward engine which will have to be shortened somewhat for a proper fit. Re-form parts of the original tail pipes with heat to make two new tubular cross members that support the rear engine. The front engine is installed in the stock position and will require a few trial installations to determine how much to remove from the tail shaft housing to fit the "U" joint at the front of the rear engine.

The headers for the rear engine are easy. Use the ones from the Orange Crate and extend the ends to be even with the rear tire sidewalls. The front headers are the only hard part left and will require a lot of trial and error in

forming them from parts of the tail pipes. They extend out over the frame down behind the front wheels and then back out on an angle to align with the rear stacks.

The driver's seat, the only one installed, is along side the rear engine which when ready for operation is covered with a metal box. This can be made of sheet plastic or card stock.

Install a drag chute from the Revell Custom Car Parts just above the rear bumper, on the trunk lid and the major things have been accomplished. From this point on it depends upon how much detailing you wish to do. Either way you go, this sleeper is bound to be a conversation piece whenever you display it.



By now it's beginning to look like the real thing. Most of the installations from now on are stock, except the drag chute and Tony Nancy dragster airscoops. Think you can handle it?



"ROARING TWENTIES

By Tim F. McLaughlin

The latest addition to the Model Products Corporation's line of "Gangbusters" cars is the 1927 Lincoln Roadster complete with rumble seat, golf bag with clubs which fits into the golf door in the side of the body, lady passenger with her "gentleman" friend, full complement of "artillery", booze bottles... the works! Like the 1928 Lincoln touring car, it has the bullet-

riddled windshield and radiator. These kits have created quite a sensation with those who vividly recall the cars when they were in their prime. Here's a real "St. Valentine" massacre made up from the kit! The stock versions of the kit are beautiful, and with some reworking it is even possible to make a real 1928 Chicago Police car.

So... let's take the new 1927 Lincoln Roadster kit and assemble it, changing it from the kit version with a few custom touches.

First off, the 1927 Lincoln did not have a chromed block in the engine! Assemble both sides of the block, and add the timing chain cover, then spray with a coat of Testors white pearl. This will give it a more "aluminum" appearance. Of course, you can spray the block with primer, leaving it a flat grey, which is more appropriate. The remaining parts of the engine were left green, and serve the purpose. Remember, you must scrape all chrome off the parts before trying to cement them, or the cement will not take.

This particular kit is cast in green plastic, which does nothing for it! So, when we assembled the frame next, cementing together the frame rails and cross members, gas tank and support, muffler and exhaust pipe and the front and rear axles, we sprayed the works with gloss black enamel. Steering assembly parts, tie rod arm and steering spindles and parts should be sprayed separately and allowed to dry. Add steering gear inside of chassis and lubricate well with light grease or Vaseline before cementing the pitman arm to the gear shaft. It is rather imperative that the parts be lubricated to

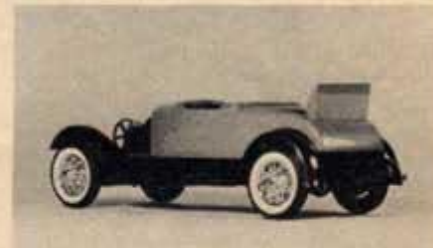
Here's the new MPC '27 Roadster. With over 200 parts, it can be built any way you want it... as a bullet-riddled get-away police pursuit or famous stock classic.



The first modification is to get rid of the fender wells. Carve them out from the underside, and fill with scrap plastic and putty.



After a wet-sanding, a coat of primer and four coats of enamel, the fenders should be perfectly smooth. For realism, excess chrome should be removed from the engine.



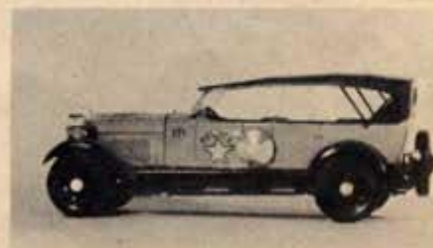
No changes need be made to main body section. A grey primer and an over-spray of white pearl can be used to give it a classy metallic light gray finish.



A rear view of the completed version shows the specially mounted spare tire. Made of simple plastic trees, the tire mount was cemented in place and painted by hand.



This is a '28 Lincoln seven passenger touring car straight from the MPC "Gangbusters" kit; with a little imagination and some plastic surgery, several different body styles can be worked up.



Bad guy turns good guy; with bumpers removed, the spare tire shifted to the rear and hand painted details added to the body and hood, this '28 Lincoln touring car joins the force.

ROADSTER" "BULLETS FLY AND ENGINES ROAR, AS THE TWENTIES RIDE AGAIN"

allow a free steering assembly. Add drag link to pitman arm and fasten to spindle. The drag link is not cemented but allowed to operate freely. Now with the tie rod in place, you should have smooth steering.

The kit in stock form is a de luxe sport roadster, with side-mounted spare tires, trunk rack with trunk, etc. We decided to change it slightly by removing the fender wells and mounting the spare tire in the rear. It is still a de luxe roadster, but will simply be another version. This is not really as difficult as it sounds . . . and as this is a "HOW TO" article, let's see how to remove the fender wells.

If you are fortunate enough to possess a Dremel or Craftsman power-tool, removal of the fender wells is a simple matter: merely turn the assembly over and carve away the well, working from the bottom. Use about a 1/4" diameter router and very carefully carve away the well to within approximately 1/16" of the underside of the fender. Take extra care not to slip or work too closely, so as not to damage the underside. If you do not have the above mentioned router, use your Zona saw and work from the underside also, and from the inner portion of the fender to the outer side. File away any excess and smooth with fine 400 sandpaper.

Next we will need a template to fill the portion we have just created. Cut a piece of scrap plastic to approximately the shape shown. You will in all possibility have to alter it slightly by filing to fit your particular fender. Some will cut too much away, others not enough for fear of breaking the rest of the fender, so alter the piece of plastic to fit. In all probability, it will look like the following.



Heat the plastic in boiling water and



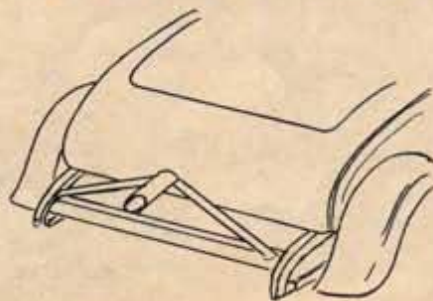
By sectioning the '28 Lincoln body, adding the roof section from a Monogram '30 Model A Ford coupe and again moving the spares to the rear . . . presto, you have a Judkins convertible victoria.

bend it slightly to the shape of the fender crown; then cement in place. When thoroughly dry fill with your favorite body putty. We used AMT putty on this particular model with very good results. When the putty has dried, wet-sand it and prime the fender unit with grey primer. Check for any imperfection in the filled section. If any shows, fill again with putty and repeat the foregoing until you have a perfectly smooth fender.

The bodywork remains stock in this model. Towards the end of the article we will give you some other ideas for different body styles, not only with this roadster kit, but also with the MPC 1928 Lincoln Touring Car kit.

For this model we used Testors new enamels which we found to work exceptionally well. The fenders were sprayed with black over the grey primer, and then oversprayed with three coats of white pearl obtaining a beautiful gunmetal grey overcoat. On the bodywork, hood and other body parts we again used the grey primer, over which was sprayed white pearl, and the result was a classy metallic light grey. There were no true metallic colors in the 1920's as we know them today. Instead the cars were done in "Radiolite" colors, and the finishes we now have for models will just have to suffice. Interior, passengers compartment, rumble seat and top were sprayed with flat black. Be sure to set all parts aside to dry thoroughly.

When body and fender assemblies are dry, cement them together and again set aside. When the joints are dry, make up a rear tire mount much like the accompanying sketch. This will be, more or less, a "trial and error" assembly; but by following the assembly shown, you should come pretty close to an authentic tire mount. We used simple plastic trees for this mount and, when finished, painted it with black gloss enamel. Do this by hand, or you will ruin your paint job!



Now add the rest of the parts to the model, assembling in the usual man-

ner. The rear bumper will have to be "cannibalized" to fit the new rear tire mounting. On the kit version the tire cover for the side-mounted spare is an imitation cloth affair with double straps. As this isn't particularly authentic, we set it aside, keeping just the wheel assembly and tire. An extra rear tire was obtained from the "left-overs" of another Lincoln kit. This new tire and wheel assembly is then cemented on the rear mount.

For those of you who are interested in other body styles for the '27 or '28 Lincoln kits, a few should be mentioned here. By sectioning the Lincoln touring car kit you can create a simple phaeton body. A word about these two styles . . . the stock kit is a seven passenger type, known as a touring car. The phaeton is a five passenger type; and the sport phaeton is either a five or a four passenger type, generally fitted with a dual cowl and dual windshields.

The Lincoln touring kit can be re-worked as four passenger coupe/cabriolet, with the Judkins bodywork shown in this article. A bit more work is involved in making up this body style, but the results are worth it.

The roof section from Monogram's 1930 Model A Ford coupe may be used to convert the roadster kit into a beautiful four passenger coupe, with very little work involved. A new door line has to be scribed in, and the old one filled and sanded.

A 1928 Chicago Police Car can be made up from the touring car kit by filling the fender wells, adding rear mounted spare tires and removing the bumpers. The body is stock, as the real ones carried seven passengers. The fenders should be sprayed black, with the bodywork a bright orange. The wheels need to be scraped, primed and sprayed black, with black tires. The word "POLICE" is painted on the doors, around a five pointed gold star with "ball" ends. The number of the squad is painted on the body just forward of the front door. "POLICE" is also painted on either side of the cowl, and on the rear section of the body. The top should be in the up position, for the cars were usually driven in this manner.

Well, that's all there is to it! You can build a number of different body types from the Lincoln chassis, be it either the 1927 roadster or the 1928 touring car. Just remember, if we can do it, you can too. So why not start making like an Eliot Ness?

Rx FOR HO

HOW TO GIVE THAT LITTLE LIMPER A QUICK CHECK UP

By **GEORGE SIPOSS**

"How can I make my car go faster?" and "Why don't ya have more articles on HO?" are just about the two most often asked questions put to your faithful editors at MCS. And thanks to a local reader, we're going to try to bag both questions with a single shot. So gather around, while we consider the problem of putting more GO into HO.

Actually, the car in question — a Tyco Testa Rossa — had more than enough speed; it just wasn't getting it to the track. Its depressed and unhappy owner stormed into our hospital recently, with his weary brain full of theories about tires, gear ratios and whatever else could be wrong. A few questions from the doctor and a quick peek at the undercarriage of the little limper, and we'd found the problem. Dirt, rug fluff, dog hair and a host of other gremlins had gone and gummed up the workings. His Tyco Terror

was pooped. Had this particular MCS fan spent less time bending his thumb, and more time humped over a workbench, his car would have lived longer.

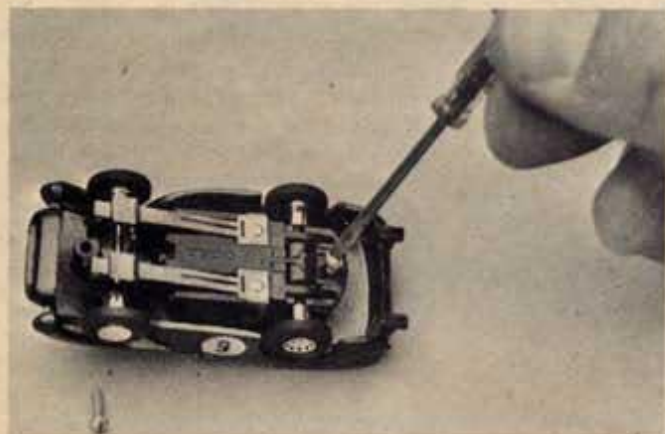
But never fear, all was not lost. With a quick reach for a handy screwdriver, we proceeded to work a few easy miracles. And as there is bound to be somebody out there with the same problem, watch closely while we run through the process once more. While we worked with a Tyco car, the same basic steps can be followed with most of the popular HO models.

First, the two chassis screws were loosened and the body was taken off. Next, we lifted out the rear body weight which

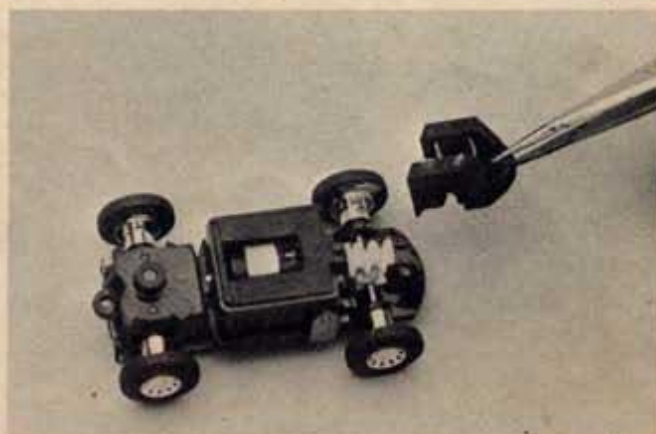
straddles the gears. The two brass brackets were carefully pried away from the motor, and the motor was lifted free. Frankly, we had expected to find a burnt out motor. Surprisingly, the motor was still in fairly decent condition; just buried under a thick coat of dirt and rubber dust. Both the rear axle and the motor shaft were binding. So, with the aid of a straight pin and small tweezers, we removed all the trouble makers that our fan should have noticed long ago. The wheels were noticeably easier to turn now.

Having checked to see that there were no loose wires inside the motor, we reassembled the components. A drop of

Continued on page 54



Step number one in helping the little limper: remove the two body mount screws and carefully lift out the chassis and motor.



With the working section sitting right side up, use a pair of tweezers to remove the rear weight which straddles the gears.

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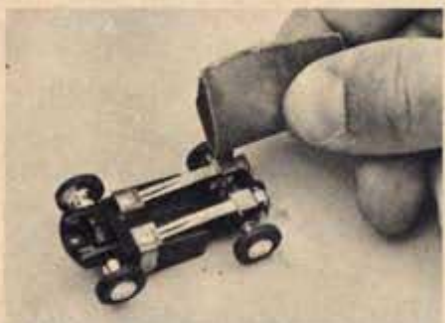
5620 NEW PEACHTREE ROAD
CHAMBLEE, GEORGIA



Now for the tricky business. To remove the motor, ever so gently pry the brass lugs away from the sides; and try not to bend them.



With the tweezers (and/or a straight pin), remove the goop that somehow manages to work itself around the rear axles. They'll rotate freely now.



Now turn the works upside down and have a go at the pickups. Give them a gentle rub down with some fine sandpaper or a pencil eraser.



Like Dr. Ben Casey at his surgical best, use the tweezers to carefully tilt up the rear of the motor and lift it free of the chassis.



With the axles and innards picked clean, re-mount the motor and apply a small amount (one drop should do it) of light oil to the moving parts.



For the last step in the check-up, place a piece of sandpaper under the rear tires, letting them rub against it lightly as you rev up the motor.

Continued from page 52

light oil was applied to the bushings and remnants of the original grease were smeared on the gears. When we tried the car on a nearby dynamometer, it whirled away happily.

Two last steps remained in our quickie tune up. With a small piece of fine sandpaper, we burnished the parts of the electric pickups which come in contact with the track. (Here's a hint for even quicker service just before a big race - just gently wipe the pickups with a pencil eraser; makes 'em sparkle.) This step is essentially the same as cleaning the sparkplugs on a full size car for more efficiency.

Next, we placed a piece of sandpaper under the rear tires, and revved up the

motor full throttle. This removed dirt and oil from the tire surfaces, giving them more traction, and the driver more control in the turns.

Just before our now happy driver took leave of the MCS operating room, we gave him one last bit of advice. Mount that track on a plywood board, and never run it on a rug! Did you hear us out there?

Now for the folks whose HO cars need more drastic help, just check out the number of hop-up kits on the market. With the exception of a new motor, they have everything you can use to put more GO in your HO. And if they don't help, take an aspirin and write us in the morning.

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TAKE A TIP FROM INTERNATIONAL RACING DRIVER, BOB BONDURANT
DIRECTOR OF RESEARCH FOR UNIQUE ENGINEERING



Winning the Nurburgring, or at your favorite local racing center, depends as much on your car's performance as it does on your driving ability. After nine years of racing and two recent seasons of racing in Europe, I've learned a lot about racing to win. A good slot car and a good driver have a lot in common with real racing.

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GOOD SENSE and SCENERY

... Double the fun of
home built tracks!

By GEORGE SIPOSS

There's nothing as depressing as a dull track. And considering the amount of cold cash many do-it-yourselfers waste on poorly planned circuits, this particular slot fan tends to get a little violent. Doesn't anybody have any imagination nowadays? And whatever happened to that old fashioned quality of plain good sense? For some unknown reason more and more would-be racers are settling for dull, toylike, monotonous and unrealistic layouts. After a few days of driving, the fun starts to fade and pretty soon it's goodbye slot cars. What they never realize is that the track they race

on is at least half the reason they race at all.

To me, dolling up a track is easily as much fun as racing itself. This is where slot racing becomes not just a hobby or a sport, but a real science. Every one of us has seen a circuit where the slots suddenly make a turn for no apparent reason, dip or rise or make a complete turnabout in the middle of nowhere. A track like that is about as exciting as eating cucumber sandwiches at a Sunday afternoon tea. And now, if you've been racing more, but enjoying it less, maybe it's time you took a critical look at that

A picture of home-built perfection. Put together with an extra helping of good sense, this track is a beautiful example of scenery positioned with a purpose.

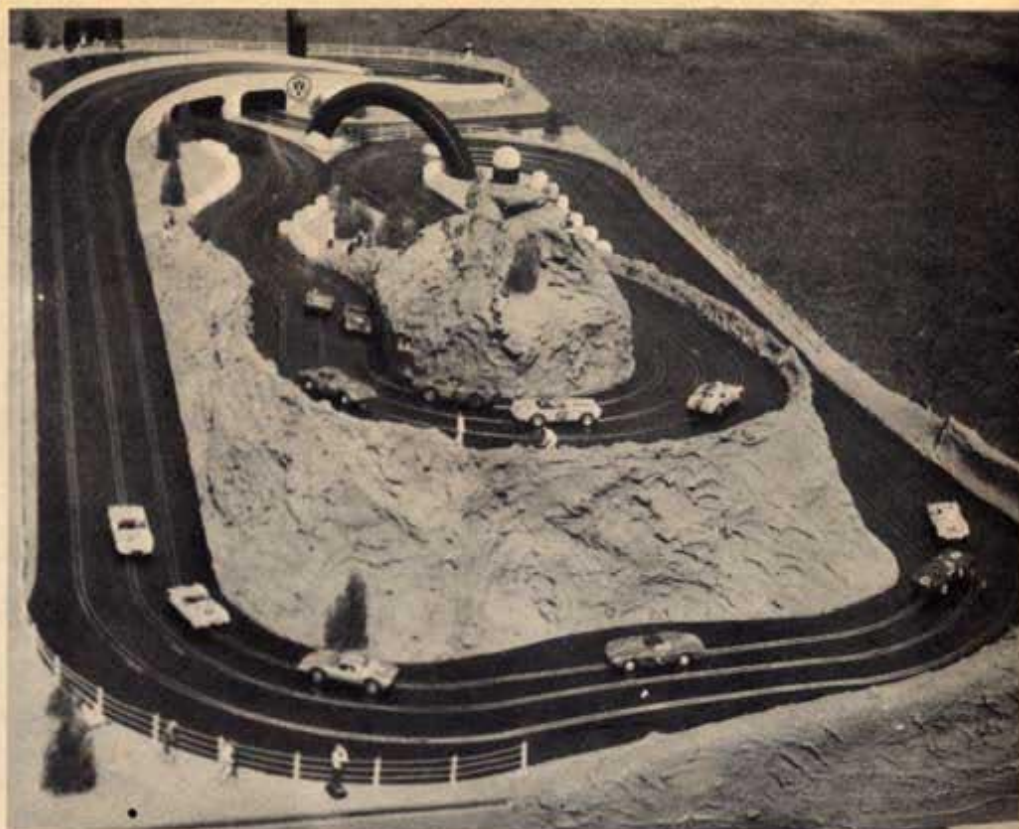
course you put together. So put down the cucumbers, while I show you what to look for.

Every track, regardless of size, should have a starting straight, long enough to allow the cars to build up speed before hitting the first turn. And never, never start off on a curve. It's not fair to the high geared cars. They need movin' room so they can show off.

Short straights belong between the turns, so that the cars can steady themselves before hitting the next twister. Here is where sensible design enters the picture. Even the shortest straight can use some scenery to emphasize speed and create the illusion of distance.

Turns are the most important part of the race course. Any old lemon can roll down a straight line; but the challenge of a tough turn calls for skill and sweet machinery. However, each turn should have a reason for its being where it is. All you need is something like a large rock or a group of trees, so that the cars can come about with purpose and a will.

As the two Cobras hang a right and head up the long inclined straight, the car on the outboard has plenty of swing room. The crash fence looks real and adds an extra margin of safety.





Then it's over the bridge and 'round they go! With a little planning, good sense and scenery, what might have been just a hokey crossover now has lots of eye appeal.



Here's a nicely justified turn, with — oops! a little anticipated trouble. The haybales, positioned with forethought, hold the damage to a minimum.

A sudden chicane likewise needs some sort of an obstacle. Place a wrecked car or a fallen tree in its "crook" and have your speedsters whip around it.

Short uphill sections need bridge railing along both sides, as if it were a river crossing. Downhill sections should be flanked by hills so that the illusion is that of undulating terrain.

As for banked turns, you'd honestly have a hard time finding them on a real road course. Their only justification in slot racing is that one can maintain speed a little longer. Therefore, they belong at the end of the longest straight (to prevent too many spill outs), where the overall size of the track does not allow one to build a really long straight. And no turn, banked or not, ever belongs in a tunnel. If a car deslots, you'll have a devil of a time getting it out.

If you want some hill climbing, don't go the spiral route. Have you ever seen

a spiral climb on a real road course. Besides, the inside driver has the advantage all the way. Several switchbacks or "serpentines", however, are very realistic and offer the outside cars a fighting chance.

To really check out your track, just pretend the slots have vanished. Tell yourself that what you see on the table is a real road. Now for the supreme test; ask yourself if you believe it. When your cars make a turn, is there a reason for it; does the turn make sense? If the answer is a sad no, then either put the turn somewhere else or build some scenery to justify it. This "seeing your track without the slots" is darn helpful; makes you defend your thinking behind the basic layout. Are there too many turns just for the sake of having turns? If so, then you have what's known among the experienced drivers as a "Mickey Mouse". Or maybe all you've got are straights connected by sharp turns. This

is just another version of the cucumber sandwich.

If your circuit is basically a figure-eight, try to get rid of that cross-over in the middle (real tracks never double back under themselves). But if you're worried about equalizing the lane lengths, put an extra wiggle in the inside lane.

As for the distance between the lanes, don't keep it the same the whole track through. After all, if you wanted to allow for a full drift in the corners, you'd have to make the slots about six inches apart. And think of all the fun you'd lose. So go ahead and let the lanes run together here and there. But give them a reason for doing it. If the slots converge at a certain point, place rocks on either side of the road to justify the squeeze.

Just remember that good tracks need scenery; and good scenery demands good sense. If your scenery makes sense, then my friend, you've got a winner!



Coming around the "Rim-of-the-World", the inside car has to suck it in to squeeze through, while the outboard slot swings wide for extra speeding room.



When the slots occasionally run together, give them a reason for it. Here, for example, the cars have to squeek through a tight turn; looks real and adds to the fun.

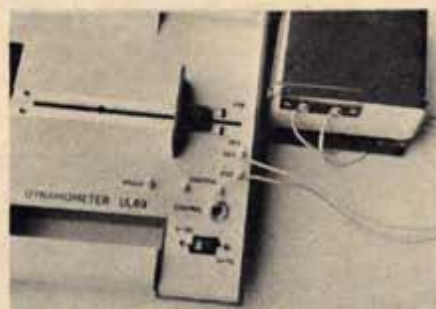
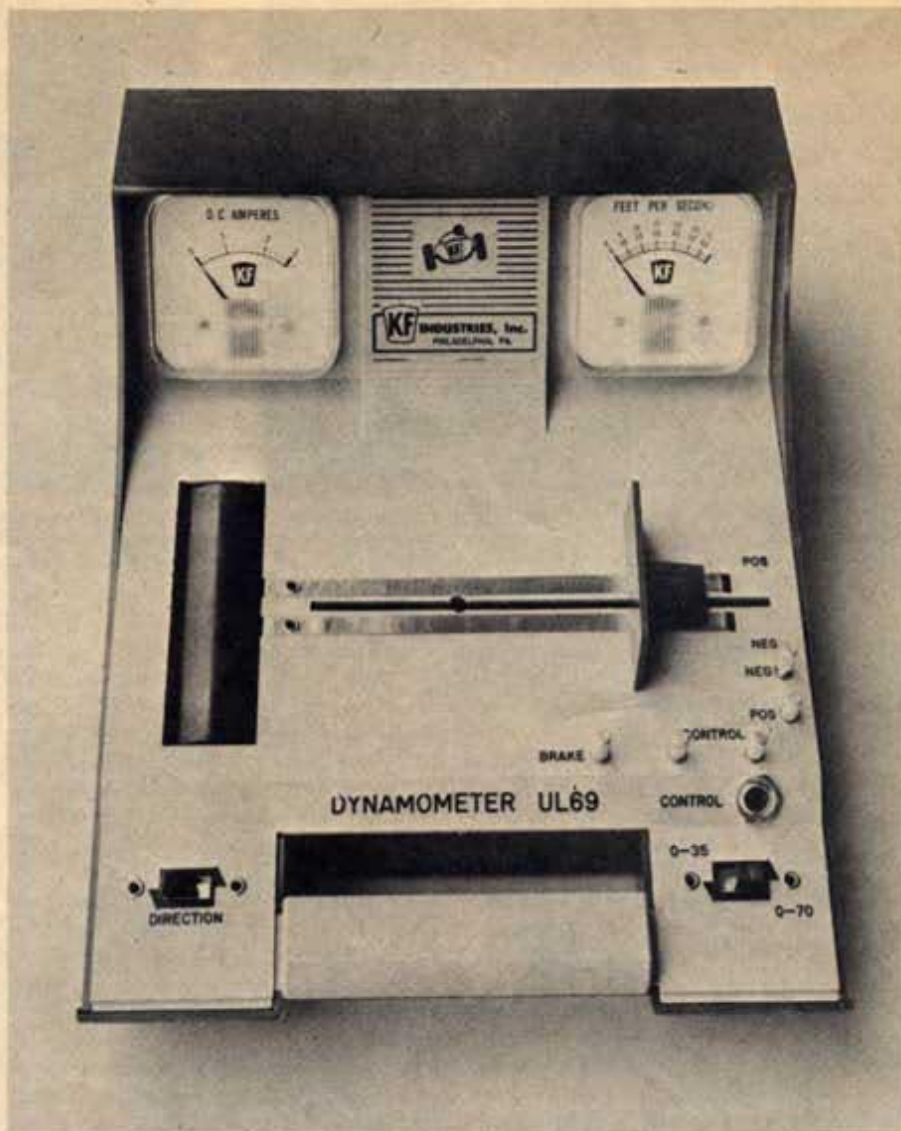
TUNING TO THE TEETH:

WITH A DYNA- MOMETER

By MARC CARNELLO

A real 1:1 scale racing machine is usually tuned on a dynamometer, a machine that costs many hundreds of dollars. However, the mechanics who "set up" these highly tuned machines feel the dyno is worth every dime. And, if it's good enough for them, it should be good enough for the model builder!

Here's your chance to obtain a real dyno for *your* competition machines. You don't have to lay out hundreds of dollars either! \$29.95 buys a compact, precision instrument from KF Industries, Inc., of 230 West Dauphin St., Philadelphia 33, Pa. This miniature dyno will enable you to give your model a com-



Hook the power supply to the dyno, negative wire to negative connection, positive to positive.



Plug the controller in, or clip the alligator clips to their proper posts.

Check the ammeter and feet-per-second gauges before and after you make a change to the car.



The KF dyno is compact and a bundle of efficiency! Great for supertuning.

plete static test under ideal, controlled conditions.

The dyno will work with any scale car, HO, 1/32, 1/24, 1/25, etc. The car is placed with the pickup blade in the slot provided, brushes resting on the copper conducting strips. The rear wheels rest against a plastic roller, while the nose of the car sits against a plastic plate. This plate keeps the car from driving off the end of the dyno while the machine is in operation.

An ammeter is provided, with a range up to 3 amps, DC. Another gauge measures feet per second and has a dual selective speed range.

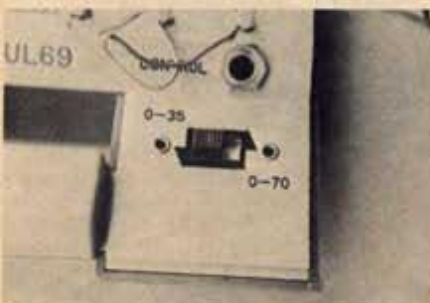
A polarity reversing switch is incorporated in the dyno to accommodate cars that are wired to operate in a direction of travel, opposite that which the dyno requires.

Any power supply can be used with the dyno as long as it puts out DC current. Simply connect the positive wire from your power supply to the positive terminal on the dyno, and the negative to the negative. If you don't know which is which, simply connect them, set a car on the track and insert a controller in the control jack. Try to run the car. If the ammeter does not work, reverse the wires.

The dyno accommodates either form of controller connections, phone plug or alligator clips. The dyno is marked so you know which wire goes where, if you are using alligator clips.



Place the car over the slot, nose against the shield, rear wheels centered over the roller.



Ready to go? Set your car over the slot, nose against the follower blocks. Push the block forward or backward until the rear wheels are positioned approximately at the center of the roller. Depress your controller plunger. If the car leaps off the dyno backward, flick the reversing switch in the opposite direction.

A notebook is handy when using a dyno. The object, of course, is to obtain the highest feet per second with the lowest current (ammeter) reading. In other words, after you change something on the car, and find that the speed has *increased* while the current *decreased*, you have made a worthwhile improvement. This happens especially when ball bearings are installed where plain bearings used to be.

On the other hand, if you notice an increase in speed and an increase in current, this signifies that the power input and output of the car has increased. Remember, take a reading before and after a change. Motor swaps, bearing changes, gear ratio changes, and tire swaps, show their effects immediately on the gyro.

You can also use the dynamometer to check the "feel" of your controller to see if it works smoothly and that the car's speed increases gradually as the controller plunger is depressed. When the brake is applied (plunger all the way up) the rear wheels should stop abruptly.

If you take your slot racing seriously, you may find this dyno a worthwhile addition to your equipment. It's a great device for clubs too! Believe me, dyno testing will show you things about your car you never knew existed!



Place the polarity reversing switch in the proper position so the car goes forward.

This switch lets you choose the range of the feet-per-second gauge for easy reading.

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TEST TRACK!

A great deal of the testing done for the two leading model magazines, **MODEL CAR SCIENCE** and **MODEL CAR & TRACK**, is done on commercial tracks in the Los Angeles area. This means the poor writers who do the testing must brave the freeways constantly in order to get where they're going.

Being fairly soft-hearted chaps, the powers that be at Delta Magazines decided to give their writers a break (and

A custom circuit for MCS

a better chance to live to be a ripe old age) and keep them off the freeways. Jim Miller, the "Pit Manager" at Delta Magazines, commissioned Ray Hoy to go ahead and design a test track to fit the available space in our editorial offices. Ray, reacting in his usual fiendish way, came up with the wild affair you see in the photos.

The drawing for this four lane, equal lap length test track, was then given to the J. Warren Hull factory in Anaheim, California. These experts did a magnificent job of bringing the track from paper to reality. The layout now rests in the lobby of our editorial offices in all its splendor.

Since Ray Hoy hooked the track up, there's been a bit of a strain on the editorial work-load at Delta Magazines!

With deadlines perilously close, everyone from editors to the secretaries have been bashing around the track from morning until night! At last count there were approximately 20 model cars in various stages of construction, lying around the hallowed halls of MCS.

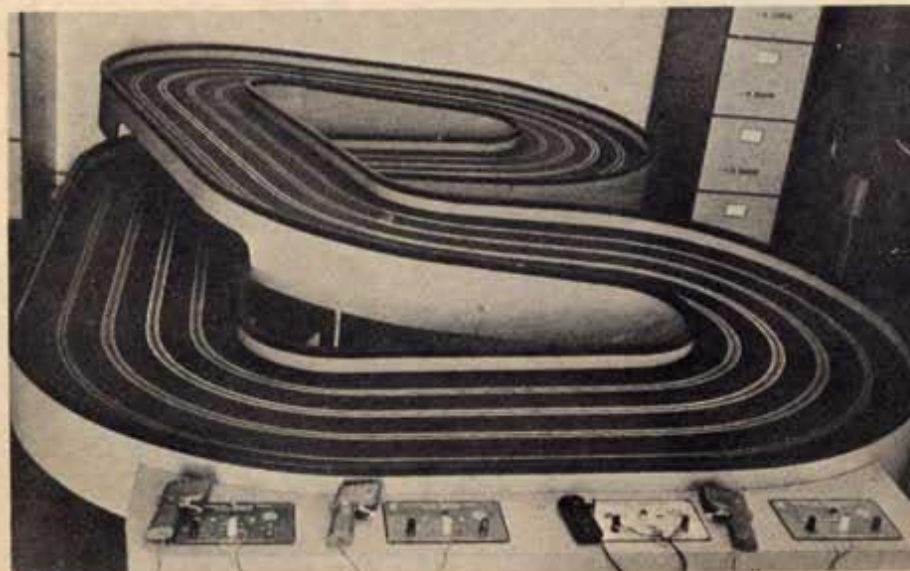
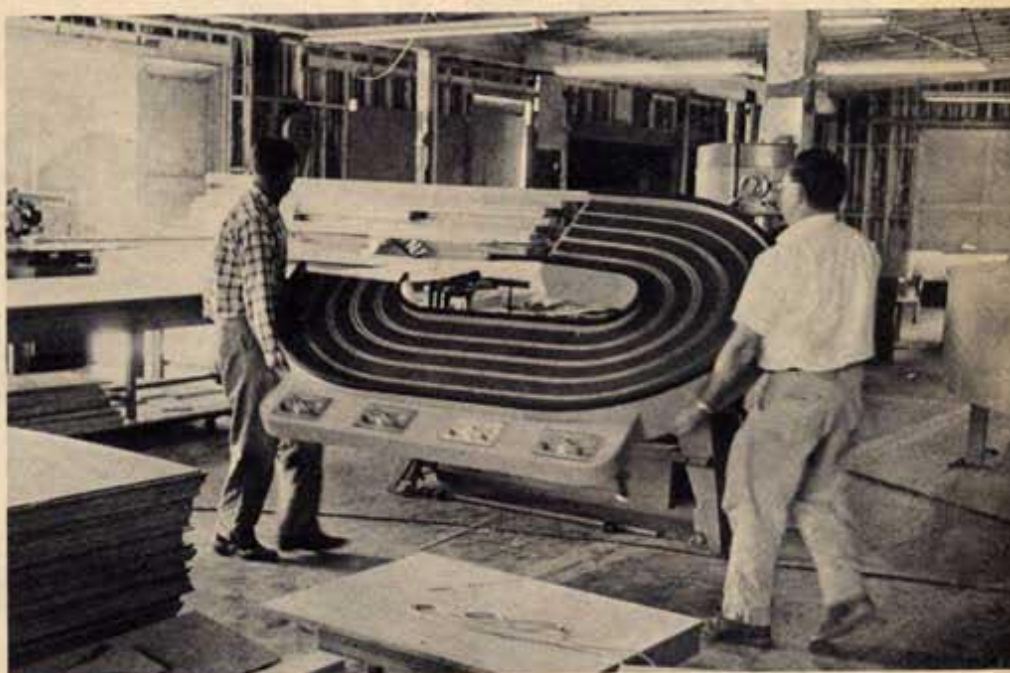
Now come on you guys, let me have a lane will ya? I've got a car to test here. This IS supposed to be a test track isn't it? Come on Jim . . . hey Spence, how about it? Steve . . . can't I have the track for just a minute, Sudie . . . aw come on you guys.

Here's where it all began. The master track builders at the J. Warren Hull factory in Anaheim, Calif., prepare the MCS Special for shipment to its new home.



Strictly modern equipment only. Just like the big commercial tracks, our Miniature Grand Prix can take either phone plugs or alligator clips.

Safe at long last. Designed by our own Ray Hoy, the track offers four lanes of equal lap length. With this much road just a thumb away, it's goodbye deadlines!



Anybody have some cars they want tested? Sure, we've got deadlines to meet; but we've also got a responsibility to you out there to keep you clued in on what's happening. So, come on fellas, it's thumb bending time!

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BY **JO-HAN**

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cougar II

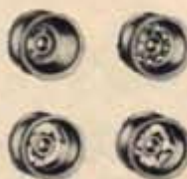


Ready to win right out of the box, this sweet driving GT features a 35,000 RPM Capolupo Sidewinder motor and a quick-change pick-up guide that permits brush changing without tools, instant reversing of polarity. A low center of gravity precision aluminum chassis plus ball-bearing mounted S.S. axles makes the Cougar drive and corner as if it were glued to the track. Ask your dealer about the Cougar TODAY!

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The Cheetah — Strombecker's Best Yet



looking machine as the Cheetah, but it seems to fit perfectly. It's such a mean, cantankerous vicious-looking little bomb that it holds your attention whenever you get near it!

This 1/32 scale Cheetah is Strombecker's latest in their "Professional Championship Series" and I will now make another of my fearless forecasts — this is going to be the 1/32 scale baby to beat!

Designated officially as kit #8502, the Cheetah sells for an amazingly low \$5.95. The chassis is like nothing you ever saw on a Strombecker car before! It is a deep-

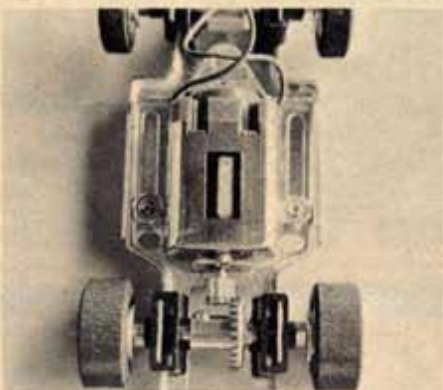
Continued on page 64

Tiny, rugged, and fast! That about sums up the fabulous features of this great little 1/32 scale racing machine.

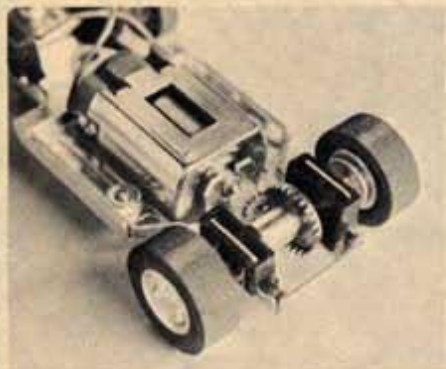
By RAYMOND E. HOY

To be perfectly frank, I am truly impressed! Strombecker's latest effort is really an absolute gas! First impressions are often lasting impressions, and my original feelings about this new car remain the same right now, after hours of hard, flat-out track testing. The car is simply GREAT!

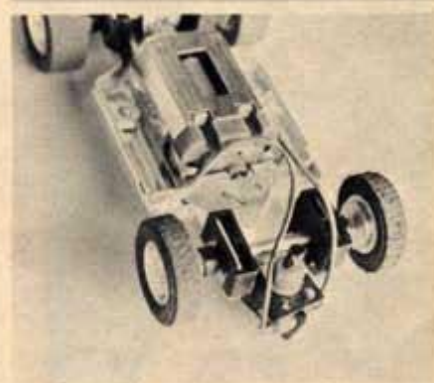
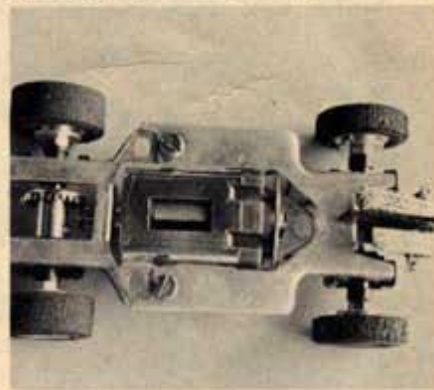
Perhaps the word "charming" should not be used to describe such a brutish-



You've never seen a chassis on any Strombecker car like this one! Fully adjustable and strong! The 12 volt is mighty!



Delrin bearings are full-floating. Dig those soft wire "spongies." Ring gear is chromed brass.



Full-floating Delrin bearings in front too. Front tires are very soft, and treadless. Handling is superb.



The injection moulded body is a real eye catcher. Bill Thomas, father of the real Cheetah, okayed the final Strombecker design.

Tee-N-T

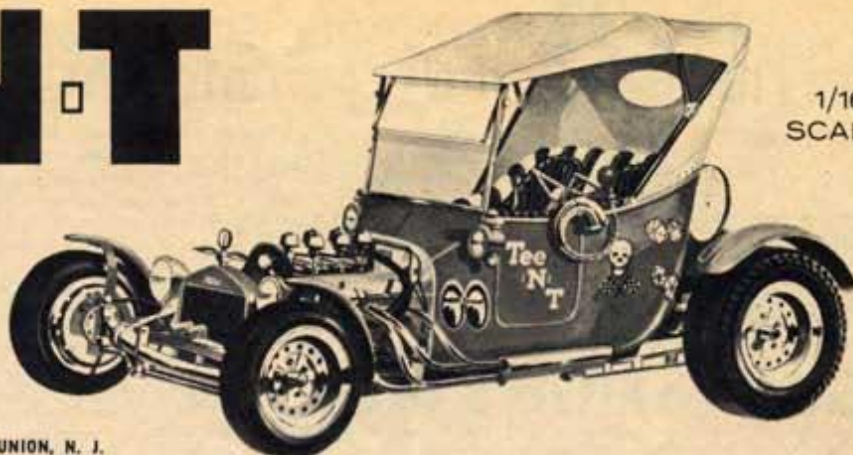
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SUGGESTED RETAIL \$

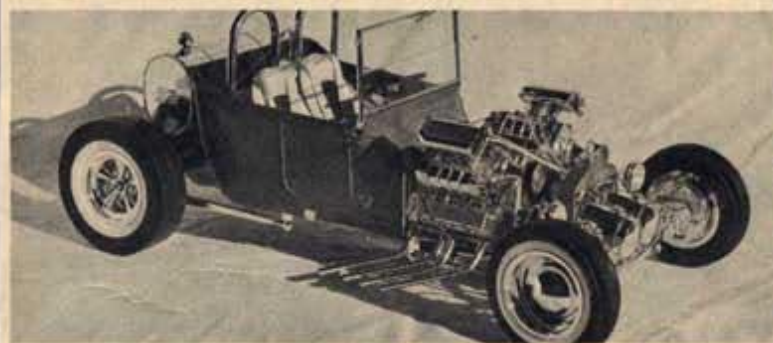
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Continued from page 62

drawn brass pan chassis, fully adjustable for tread and wheelbase. The bearings are full floating all around, and made of Delrin, as is the excellent pickup. The bearings require no oil. The 10 tooth steel pinion delivers power through a chromed brass ring gear.

The "heart" of this go-getter is a new "tin can" motor called the TC-32. This red-hot 12 volt offers easily replaceable spring-loaded, screw-fastened brushes. The motor wires are located in the "nose" of the motor, only an inch and a half or so from the pickup brushes. This eliminates any sharp right angle bends for the motor wires to make as in some of the older tin cans. A good feature. The motor is handsome too, with a brushed satin finish and blue end plate.

Strombecker worked hand-in-hand with Bill Thomas, originator of the real Cheetah. This liaison shows up in the



beautiful injection molded shell, made of rugged ABS plastic.

The kit has very good decals and chromed accessories. Soft rubber "spongies" on the rear and narrower soft treadless tires on the front keep the car extremely stable in the corners. Use of the "pan" brass chassis is the real key, in fact, to this car's firm "four point stance," whether it is drifting through a corner or roaring down a straight. There is not the slightest trace of nervousness associated with this Cheetah.

The body is mounted at three points. It is nearly impossible to break this car! It received a tremendous bashing about during the test as it was also handled and raced by three neighbor boys in the 12 year old age bracket! It ran as good at the end if the test as it did at the beginning.

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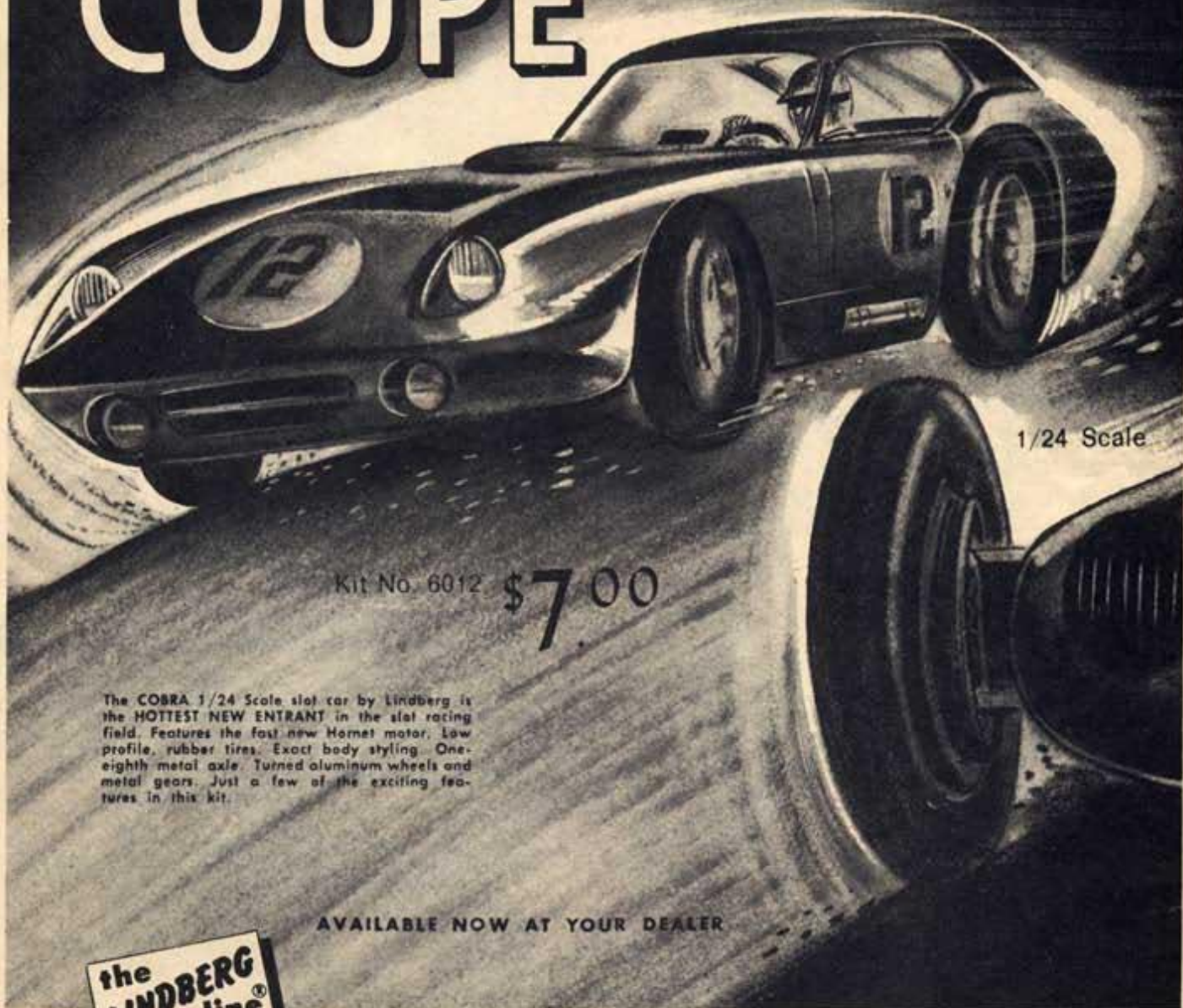
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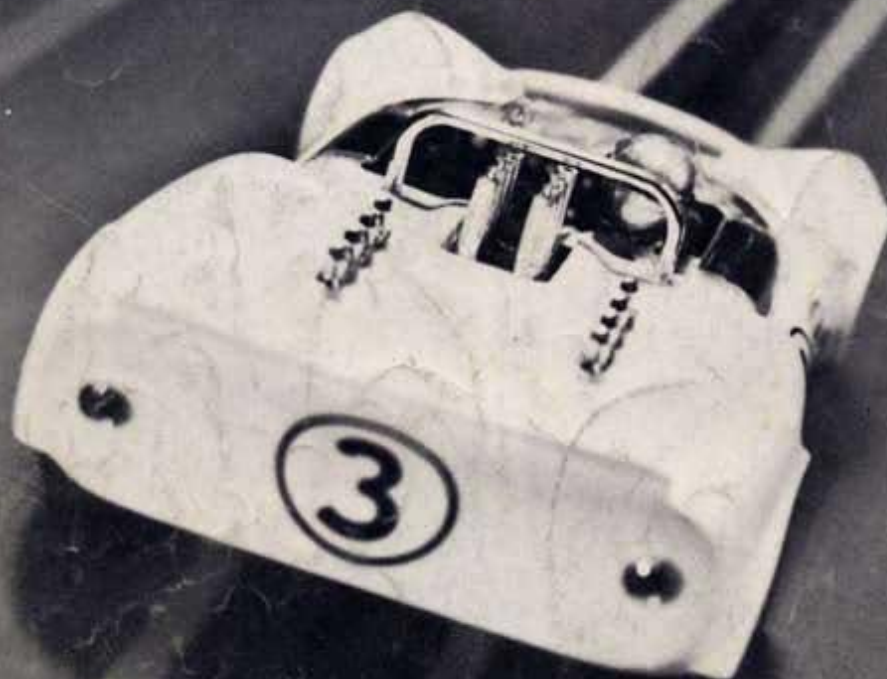
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